2005 Chrysler Sebring at 105,000 mi

1C3EL46R85N123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Sebring · JR Sebring Touring sedan 2.7 V6	Chrysler 2.7L DOHC V6 (LH engine, EER)	105,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '5' = 2005, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1	0	0
inspection recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **04V-579** · Steering · right front knuckle: The right steering knuckle may have been damaged during manufacturing and can crack and separate from the upper control arm, which could cause a crash.
- **04V-532** · Seat belts · rear outboard bolts: The rear outboard seat belt retractor and turning loop bolts may not be tight, so rear passengers may not be properly held in a crash.

A model-year list, not a VIN check. Repairs are free at a Chrysler dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Chrysler dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

$100–$160

Inspection: check now, while it's cheaper to fix

$100–$160

about 1 h of shop labor, our estimate

Oil sludge and bearing failure: Past the range (49,000–87,000 mi, the middle half of 167 owner reports) · if it fails: $4,000–$7,000

Water pump leaking coolant into the oil: Inside the range (65,000–115,000 mi, the middle half of 10 owner reports) · if it fails: $1,000–$2,000

Timing chain tensioner and guide wear: Past the range (58,000–80,000 mi, the middle half of 40 owner reports) · if it fails: $1,250–$6,750

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 117,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 135,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Nothing scheduled here.

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 135,000 mi

$100–$160

Nothing else on the list before 135,000 mi. Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 105K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil sludge and bearing failure	49,000–87,000 mi (middle half of 167 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Water pump leaking coolant into the oil	65,000–115,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
3	Timing chain tensioner and guide wear	58,000–80,000 mi (middle half of 40 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2005 Chrysler Sebring

Safety recall repairs are free at Chrysler dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1C3EL46R85N123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Chrysler dealer for a campaign printout; it also lists completed campaigns.

2.7L LH V6 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.7L LH V6 as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2005 CHRYSLER SEBRING (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
04V-579	Steering · right front knuckle	The right steering knuckle may have been damaged during manufacturing and can crack and separate from the upper control arm, which could cause a crash. Details
04V-532	Seat belts · rear outboard bolts	The rear outboard seat belt retractor and turning loop bolts may not be tight, so rear passengers may not be properly held in a crash. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: SEBRING. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (SEBRING): 15V-338 (passenger sun visor can detach when the air bag deploys) was filed by Mitsubishi for the Mitsubishi-built Sebring and Stratus coupes and is left out of this sedan sample; 09E-056 (Qualis ball joints), 09E-012 (Sabersport lamps) and 07E-023 (Cardone master cylinders) cover aftermarket parts only. A VIN check would show any that applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 3 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (JR).

1 Oil sludge and bearing failure

Past the range

Severity: Critical: rare, but can badly damage the engine · 405 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 105,000 mi this car is past the reported range (49,000–87,000 mi (middle half of 167 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 49,000–87,000 mi (middle half of 167 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; worse with long oil-change intervals or a leaking water pump

WHAT FAILS FORUM/BLOG [1][2][6]

Owners report thick oil sludge that blocks oil flow, followed by knocking, spun rod bearings and a seized engine. An engine rebuilder links much of the sludge to coolant mixing with the oil when the water pump seal behind the timing cover fails, and says it is worse on poorly maintained cars. Chrysler issued a 2004 bulletin on incorrect oil filter use for the Sebring and Stratus.

SYMPTOMS

- Knocking from the bottom of the engine
- Oil pressure warning light
- Thick black deposits under the oil cap
- Engine stalls and will not restart

IF IT'S LEFT TOO LONG

Sludge starves the bearings; most failed engines are replaced, not repaired.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the oil often with the right filter; look under the oil cap and check oil pressure before buying.

ESTIMATED REPAIR COST

Labor only, 0.8 h Chrysler warranty time	**$80–$130** OUR ESTIMATE [5][7] labor only, parts extra
Owner-reported engine repair or replacement bills in NHTSA complaints (n=53)	**$4,000–$7,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: Chrysler warranty labor time of 0.8 h (bulletin [5]) × $100–$160/h independent-shop labor rate [7]. Parts are extra unless stated; check the VIN for open warranty coverage first. This is the check; the fix for a sludged engine is a used or rebuilt engine. Computed from 53 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $5,700). Examples: ODI 10197194, 10152750, 10148305, 10128242. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR JR

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Oil-change records?
- Any knocking or oil pressure warnings?
- Engine ever replaced?

---

2 Water pump leaking coolant into the oil

Inside the range

Severity: Critical: rare, but can badly damage the engine · 36 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 105,000 mi this car is inside the reported range (65,000–115,000 mi (middle half of 10 owner complaints that state a mileage)), 40,000 miles past where reports start. Range: 65,000–115,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage

WHAT FAILS FORUM/BLOG [2][1]

The water pump sits behind the timing cover and is driven by the timing chain. When its seal or gasket fails, coolant can leak into the oil instead of dripping outside. The engine rebuilder ties this to the sludge problem. Owners report the pump failing suddenly, the engine filling with coolant, and damage to the timing chain.

SYMPTOMS

- Coolant level dropping with no outside leak
- Milky or tan oil
- Overheating
- Sudden stall with a bang

IF IT'S LEFT TOO LONG

Coolant in the oil ruins the bearings within a short drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check coolant level and oil condition at every service; replace a leaking pump at once.

ESTIMATED REPAIR COST

Water pump replacement, 2004 Intrepid (KBB, one ZIP)	**$892–$994** SHOP/RETAILER [3] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=5)	**$1,000–$2,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.6× The failure-bill midpoint ($1,500) is about 1.6× the early-fix midpoint ($943). A cost ratio, not a probability.

Where the numbers come from: Computed from 5 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,420). Examples: ODI 10276414, 10196428, 10156894, 10189309. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR JR

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Water pump ever replaced?
- Any coolant top-ups?
- Any milky oil?

3 Timing chain tensioner and guide wear

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 94 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 105,000 mi this car is past the reported range (58,000–80,000 mi (middle half of 40 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 58,000–80,000 mi (middle half of 40 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage

WHAT FAILS FORUM/BLOG [2][1]

The timing chains use plastic tensioners and guides. The engine rebuilder says they can wear until the chain slips, which can bend valves and badly damage the engine. Owners report chains breaking or jumping with no warning, sometimes together with a failed water pump.

SYMPTOMS

- Rattle from the front of the engine at start-up
- Check-engine light with cam/crank correlation codes
- Sudden stall that will not restart

IF IT'S LEFT TOO LONG

A slipped or broken chain usually means major engine damage.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix a front-end rattle or correlation code early; replace the water pump at the same time.

ESTIMATED REPAIR COST

Timing chain tensioner replacement, Sebring (RepairPal)	**$867–$1,068** SHOP/RETAILER [4] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=6)	**$1,250–$6,750** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

4.1× The failure-bill midpoint ($4,000) is about 4.1× the early-fix midpoint ($968). A cost ratio, not a probability.

Where the numbers come from: Computed from 6 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $4,000). Examples: ODI 10162816, 10196428, 10186498, 10096361. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR JR

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Timing chain or tensioners ever replaced?
- Any rattle at start-up?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.7L LH V6 owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Stalling / loss of power	73	Mixed causes in the complaint text: sludged or seized engines, water pump and timing chain failures, and electrical faults; see those items.
Steering / brakes	39	Chassis complaints that mention the engine size; not engine faults.
Transmission	24	Automatic transmission complaints; not an engine fault.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Under the oil cap for sludge
- Oil pressure at hot idle
- Coolant level and oil condition
- Start-up rattle from the timing cover

Ask the seller

- Oil-change records?
- Water pump or timing chain replaced?
- Engine ever replaced?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Oil sludge and bearing failure: fault found on inspection	$4,000–$7,000
Water pump leaking coolant into the oil: seeping or leaking	$892–$994
Timing chain tensioner and guide wear: symptoms or fault codes present	$867–$1,068
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. `OFFICIAL` NHTSA/Stellantis documents · `SHOP/RETAILER` parts prices and shop articles · `FORUM/BLOG` owner forums and blogs · `COMPUTED FROM NHTSA DATA` our analysis of NHTSA data · `OUR ESTIMATE` ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for Intrepid, Concorde, Stratus, Sebring, Avenger, 300, Charger and Magnum complaints that mention the 2.7L and no other engine size: 598 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. Only complaints that name the 2.7L are counted (about 600); most owners do not name the engine. NHTSA complaint data starts with 2000 model years. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Sludge / engine failure	405	Item 1
Timing chain	94	Item 3
Stalling / loss of power	73	Also reported
Steering / brakes	39	Also reported
Water pump / coolant in oil	36	Item 2
Transmission	24	Also reported

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2000–2004 Intrepid and Concorde, 2001–2006 Stratus, 2001–2010 Sebring, 2008–2010 Avenger, 2005–2010 Chrysler 300, 2006–2010 Charger and 2005–2008 Magnum complaints that mention the 2.7L and no other engine size, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Powertrain Products (engine rebuilder): Dodge 2.7L – worst engine or not? (oil sludge after the water pump-to-timing-chain seal fails and lets coolant mix with oil; plastic timing chain tensioners wear and let the chain slip), via search extract Oct 28, 2026 `FORUM/BLOG`
https://www.powertrainproducts.net/dodge-2-7l-worst-engine-or-not/

3. Kelley Blue Book: 2004 Dodge Intrepid water pump replacement, fair repair range $892–$994 (one ZIP; engine not specified), via search extract Oct 28, 2026 `SHOP/RETAILER`
https://www.kbb.com/dodge/intrepid/2004/water-pump-replacement/

4. RepairPal: Chrysler Sebring timing chain tensioner replacement estimate ($867–$1,068; engine not specified), via search extract Oct 28, 2026 `SHOP/RETAILER`
https://repairpal.com/estimator/chrysler/sebring/timing-chain-tensioner-replacement-cost

5. Chrysler TSB 09-001-13: Gasoline engine diagnostic inspection procedure: knock/tap noise, bearing inspection, compression and leak-down tests before engine repair or replacement (2007–2013 models incl. 300, Charger, Magnum, Sebring, Avenger) (2013-02-06), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2013/MC-10128948-9999.pdf

6. DaimlerChrysler TSB 09-011-04: Incorrect oil filter usage (2001–2005 Sebring and Stratus) (2004-04-27), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10006892

7. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Chrysler dealer or qualified shop. Safety recall repairs are free at Chrysler dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

Trademarks and independence

Not affiliated with FCA US LLC (Stellantis) or FCA US LLC. Chrysler and model names are trademarks of FCA US LLC (Stellantis), used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-CH27-123456-20261028 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.