2006 Chrysler 300 at 85,000 mi

2C3KA53G36H123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
300 · LX 300 Touring 3.5 V6	Chrysler 3.5L SOHC 24-valve V6 (EGJ / EGG / EGF, aluminum block)	85,000 mi	RWD
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 '6' = 2006, 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.

0	1	3
jobs 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 (3)

- **16V-352** · Air bags · passenger frontal inflator: The passenger air bag inflator can rupture in a crash after long exposure to heat and humidity, throwing metal fragments at occupants.
- **15V-313** · Air bags · driver frontal inflator: Moisture can get into the driver air bag inflator over time, so it can rupture in a crash and throw metal fragments at occupants.
- **05V-460** · Automatic transmission · park pawl (42RLE): On cars with the 42RLE automatic, a plug holding the park pawl shaft may be installed wrong, so the car may not stay in Park and could roll away unless the parking brake is set.

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

Nothing scheduled here.

Next 12 months up to about 97,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 115,000 mi **$838–$1,003**

Timing belt replacement (interference engine) **$838–$1,003**
Below the range (Every 100,000 miles, per trade press) independent shop, installed

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

Oil sludge and spun rod bearings **No published price**
Any mileage (many failures under 80,000 miles per trade press) · Ask for this check at every service

Coolant leak from the heater tube under the intake **No published price**
Any mileage (Older, high-mileage engines) · Inspect at each service; fix at the first sign

Short runner valve (intake) fault codes **$175–$500**
Any mileage (2005–2010 cars with the 3.5L) · Inspect at each service; fix at the first sign independent shop, installed

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 115,000 mi

$838–$1,003

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 85K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing belt replacement (interference engine)	Every 100,000 miles, per trade press SHOP/RETAILER	Below the range
2	Oil sludge and spun rod bearings	Any mileage; many failures under 80,000 miles per trade press SHOP/RETAILER	Any mileage
3	Coolant leak from the heater tube under the intake	Older, high-mileage engines SHOP/RETAILER	Any mileage
4	Short runner valve (intake) fault codes	2005–2010 cars with the 3.5L OFFICIAL	Any mileage

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 2006 Chrysler 300

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 2C3KA53G36H123456.
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.

3.5L SOHC V6 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 3.5L SOHC 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 2006 CHRYSLER 300 (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
16V-352	Air bags · passenger frontal inflator	The passenger air bag inflator can rupture in a crash after long exposure to heat and humidity, throwing metal fragments at occupants. Details
15V-313	Air bags · driver frontal inflator	Moisture can get into the driver air bag inflator over time, so it can rupture in a crash and throw metal fragments at occupants. Details
05V-460	Automatic transmission · park pawl (42RLE)	On cars with the 42RLE automatic, a plug holding the park pawl shaft may be installed wrong, so the car may not stay in Park and could roll away unless the parking brake is set. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: 300. 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 (300): 06V-149 (rear brake tubes rubbing on the EGR tube) covers 2.7L cars only and is left out of this 3.5L sample. 05V-460 applies only to cars with the 42RLE four-speed automatic. 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 4 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 (LX). Left out because they apply to other models, years, engine sizes or body codes: Stalling: fuel pump module and fuel supply tube (Pacifica).

1 Timing belt replacement (interference engine)

Below the range

Severity: High: overheating, stalls, limp mode or a big bill · 5 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 85,000 mi this car is 15,000 miles before the reported range (Every 100,000 miles, per trade press) starts. Range: Every 100,000 miles, per trade press SHOP/RETAILER [3]



WHAT FAILS SHOP/RETAILER [3]

This engine uses a timing belt, not a chain, and the aluminum-block 1998–2010 versions are interference engines. Service articles give a 100,000-mile interval. A belt that breaks lets the valves hit the pistons.

SYMPTOMS

- Usually no warning
- Ticking or squeal from the belt cover area
- Engine stops and will not restart

IF IT'S LEFT TOO LONG

A broken belt bends valves and needs head work or a new engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Replace the belt, tensioner and idler on time; ask for proof on a car past 100,000 miles.

ESTIMATED REPAIR COST

Timing belt replacement, 300M (RepairPal)	**$838–$1,003** SHOP/RETAILER [4] independent shop, installed
No published price for valve damage	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR LX

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

WHAT TO ASK YOUR SHOP

- Timing belt done? At what mileage?
- Water pump done at the same time?

2 Oil sludge and spun rod bearings

Any mileage

Severity: Critical: rare, but can badly damage the engine · 11 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; many failures under 80,000 miles per trade press), so mileage doesn't say much here. Range: Any mileage; many failures under 80,000 miles per trade press SHOP/RETAILER [2]

WHAT FAILS SHOP/RETAILER [2][7][8][1]

Trade press says the PCV system is undersized, so the oil sludges quickly when changes are stretched, and the small oil passages to the crankshaft bearings clog. Many engines failed with spun bearings or broken connecting rods. Chrysler also flagged 2006 engines whose rod bearings might hold sand-like debris and told dealers to inspect the number 2 rod bearing.

SYMPTOMS

- Knocking from the bottom end
- Oil pressure warning light
- Sludge under the oil cap

IF IT'S LEFT TOO LONG

A spun bearing or broken rod ends the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change oil often and keep the PCV valve clean; check a 2006 car for campaign 35.

ESTIMATED REPAIR COST

Oil change and PCV valve service (no published price)	**No published price** independent shop, installed
Owner-reported engine repair or replacement bills in NHTSA complaints (n=6)	**$3,150–$3,900** 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: Computed from 6 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,600). Examples: ODI 10395882, 10712002, 10598733, 10237653. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR LX

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

WHAT TO ASK YOUR SHOP

- Oil-change records?
- Any knocking?
- Campaign 35 done (2006)?

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3 Coolant leak from the heater tube under the intake

Any mileage

Severity: Medium: leaks and wear · 2 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Older, high-mileage engines), so mileage doesn't say much here. Range: Older, high-mileage engines SHOP/RETAILER [3]

WHAT FAILS SHOP/RETAILER [3][2]

A small metal heater tube runs under the intake manifold. The O-ring at its front end hardens and leaks with age, and the tube can rust through from inside. Coolant pools in the engine valley. The fix needs the upper intake and fuel rail removed, so labor is high.

SYMPTOMS

- Coolant level dropping slowly
- Coolant smell after driving
- Coolant at the front or back of the engine valley

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

IF IT'S LEFT TOO LONG

Slow coolant loss can overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Pressure-test before opening the intake to confirm the leak point.

PARTS FOR LX

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

WHAT TO ASK YOUR SHOP

- Any coolant top-ups?

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4 Short runner valve (intake) fault codes

Any mileage

Severity: Medium: leaks and wear · 2 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2005–2010 cars with the 3.5L), so mileage doesn't say much here. Range: 2005–2010 cars with the 3.5L OFFICIAL [6]

WHAT FAILS SHOP/RETAILER [6][5]

The intake manifold on the later 3.5L has a short runner valve and a manifold tuning valve worked by actuators. Faults set P1004 or P2004-type codes and the check-engine light. Chrysler told dealers not to replace the whole intake manifold: test the actuator output and replace only the actuator if it is wrong.

SYMPTOMS

- Check-engine light with P1004, P2008, P2016 or P2017
- Slight loss of power
- Failed emissions inspection

IF IT'S LEFT TOO LONG

Mostly an emissions and drivability issue.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix it at the first code; ask for an actuator, not a manifold.

ESTIMATED REPAIR COST

Short runner valve actuator, 300 3.5L (Go-Parts: $50–$150 parts plus $125–$350 labor)	**$175–$500** SHOP/RETAILER [5] independent shop, installed
Same job	**$175–$500** SHOP/RETAILER [5] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($338) is about 1.0× the early-fix midpoint ($338). A cost ratio, not a probability.

PARTS FOR LX

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

WHAT TO ASK YOUR SHOP

- Any check-engine light history?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.5L SOHC 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
Motor mounts / structure	1,330	Mostly Pacifica rust and mount complaints; not engine-internal.
Electrical / steering / brakes	967	Body, chassis and electrical complaints across these models; not engine faults.
Fuel line leak	26	300M and LHS owners report fuel line and fuel rail tube leaks; no recall covers them, and 03V-471 covers only 2004 Pacificas.

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

- Timing belt records
- Under the oil cap for sludge
- Coolant level and valley leaks
- Stored SRV codes

Ask the seller

- Timing belt done?
- Oil-change records?
- Recalls 06V-432 / 03V-471 done (Pacifica)?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Timing belt replacement (interference engine): original, no replacement invoice	$838–$1,003
Oil sludge and spun rod bearings: fault found on inspection	$3,150–$3,900
Coolant leak from the heater tube under the intake: seeping or leaking	No published price
Short runner valve (intake) fault codes: symptoms or fault codes present	$175–$500
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

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 28, 2026 from NHTSA's complaints API for All 300M, LHS, Prowler and 2004–2006 Pacifica complaints; Intrepid, Concorde, 300, Charger, Magnum, Challenger, Sebring, Avenger and 2009–2010 Journey complaints that mention the 3.5L and no other engine size: 3,570 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. About 3,560 complaints; most come from the 300M and Pacifica, where every complaint is counted, so body, steering and electrical complaints are mixed in. NHTSA complaint data starts with 2000 model years.
`COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Motor mounts / structure	1,330	Also reported
Electrical / steering / brakes	967	Also reported
Stalling / fuel pump	556	Other years or engine sizes
Fuel line leak	26	Also reported
Sludge / bearings	11	Item 2
Timing belt	5	Item 1
Coolant leak	2	Item 3
Short runner valve	2	Item 4

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 all 300M, LHS, Prowler and 2004–2006 Pacifica complaints; Intrepid, Concorde, 300, Charger, Magnum, Challenger, Sebring, Avenger and 2009–2010 Journey complaints that mention the 3.5L and no other engine size, pulled Oct 28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Engine Builder Magazine: Problems that plague Chrysler's 3.5L engine (sludge from an undersized PCV system; small oil passages; spun bearings and broken rods, many under 80,000 miles; coolant pipe under the intake), via search extract Oct 28, 2026 `SHOP/RETAILER`
https://www.enginebuildermag.com/?p=4870

3. Underhood Service: Chrysler 3.5L V6 engine servicing tips (timing belt, 100,000-mile interval, interference engine; heater tube O-ring under the intake manifold leaks), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.underhoodservice.com/?p=118467

4. RepairPal: Chrysler 300M timing belt replacement estimate ($838–$1,003; parts about $484), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/chrysler/300m/timing-belt-replacement-cost

5. Go-Parts: OBD P1004 on the 2005–2010 Chrysler 300 3.5L (usually the short runner valve actuator; parts about $50–$150, shop labor about $125–$350), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.go-parts.com/garage/obd-p1004-chrysler-300-2005-2010-3-5l-v6

6. Chrysler GPOP tech tip 9001645: Short runner valve actuator: do not replace the intake manifold for SRV/MTV faults (P1004, P2008, P2016, P2017, P1005, P2077, P2078); test and replace the actuator (2007–2010 models, 3.5L) (2014-02-12), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10136933-9999.pdf

7. DaimlerChrysler Campaign 35: Engine connecting rod bearings might have sand-like debris, which could wear the rod bearings or cause engine failure (2006 300, Charger, Magnum, Pacifica) (2006-08-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10020669

8. DaimlerChrysler Advance service information 06-025: 3.5L #2 rod bearing and crankshaft journal inspection for contamination (2006 models) (2006-07-10), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10020192

9. NHTSA recall records: 06V-432 (2005–2006 Pacifica fuel pump module and PCM software may let the engine stall) and 03V-471 (2004 Pacifica chassis fuel supply tube), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=06V432000

10. NHTSA complaint flat file (every complaint received 1995 to Oct 31, 2026), VIN prefixes decoded with vPIC and matched to this engine with the report matcher; complaints that mention stalling and the fuel pump (2004–2006 Pacifica), read Nov 2, 2026 OFFICIAL
https://static.nhtsa.gov/odi/ffdd/cmpl/

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-CH35-123456-20261028 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.