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Chrysler Bailout Tracker

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Bailout Tracker

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Chrysler

AUBURN HILLS, MICH. | [SEE ALL RECIPIENTS IN MICHIGAN](#)**\$10.7B**

Disbursed

\$7.26B

Returned

\$2.28B

Revenue to Gov't

\$1.21B

Net Outstanding

Chrysler's first loans came in mid-December of 2008, when Treasury Secretary Hank Paulson stepped in to rescue GM and Chrysler. On April 30, 2009, Chrysler filed for Chapter 11 bankruptcy protection. As part of [the restructuring of the company](#), the Treasury Department agreed to lend Chrysler up to \$8 billion more and take an eight percent stake in the company. Chrysler finalized its alliance with Fiat and emerged from bankruptcy protection on June 10, 2009. Treasury will not recover its remaining outstanding investment in Chrysler. You can [see the full tally of the auto industry bailout here](#).

This investment resulted in a **loss** to taxpayers.

Date	Type	Amount	Program	Description
02/26/2016	Proceeds	\$2,000,000	AIFP	Proceeds from sale of collateral More info...
09/29/2015	Proceeds	\$6,341,426	AIFP	Proceeds from sale of collateral revenue More info...
09/21/2015	Proceeds	\$93,871,306	AIFP	Proceeds from sale of collateral More info...

Date	Type	Amount	Program	Description
04/30/2012	Proceeds	\$9,302,185	AIFP	<i>Proceeds from sale of collateral</i> More info...
07/21/2011	Proceeds	\$560,000,000	AIFP	<i>Disposition</i> In June 2009, Treasury provided a \$6.6 billion loan commitment to Chrysler Group LLC (as of March 31, 2011, \$2.1 billion remained undrawn), and received a 9.9 percent equity ownership in Chrysler Group LLC (Chrysler). In January and April 2011, Chrysler met the first and second of three performance related milestones. As a result, Fiat's ownership automatically increased from 20% to 30%, and Treasury's ownership was reduced to 8.6%. On May 24, 2011, Fiat, through the exercise of an equity call option, purchased an incremental 16% fully diluted ownership interest in Chrysler for \$1.268 billion, reducing Treasury's ownership to 6.6% (or 6.0% on a fully diluted basis). On July 21, 2011, Fiat, through the exercise of an equity call option, purchased Treasury's ownership interest for \$500 million. In addition, Fiat paid \$60 million to Treasury for its rights under an agreement with the UAW retirement trust pertaining to the trust's shares in Chrysler. More info...
05/24/2011	Proceeds	\$288,000,000	AIFP	<i>Repayment - Additional Note</i> More info...
05/24/2011	Dividend	\$401,022,059	AIFP	<i>Investment Income</i>
05/24/2011	Refund	\$5,076,460,000	AIFP	<i>Partial Repayment</i> Treasury repaid its outstanding TARP loans. Treasury continues to hold a 6.6 percent common equity stake in Chrysler. More info...

Date	Type	Amount	Program	Description
05/24/2011	Interest	\$76,532,249	AIFP	<i>Interest</i>
05/24/2011	Proceeds	\$100,000,000	AIFP	<i>Repayment - Zero Coupon Note</i> More info...
03/31/2011	Interest	\$127,132,574	AIFP	<i>Interest</i>
12/31/2010	Interest	\$129,527,207	AIFP	<i>Interest</i>
12/29/2010	Proceeds	\$7,844,409	AIFP	<i>Proceeds from sale of collateral</i> More info...
09/30/2010	Interest	\$129,096,673	AIFP	<i>Interest</i>
09/09/2010	Proceeds	\$9,666,784	AIFP	<i>Proceeds from sale of collateral</i> More info...
06/30/2010	Interest	\$127,267,594	AIFP	<i>Dividends payment</i>
05/14/2010	Refund	\$1,900,000,000	AIFP	<i>Partial Repayment</i> This was in repayment of a \$4 billion loan made Jan. 2, 2009. More info...
05/10/2010	Proceeds	\$30,554,523	AIFP	<i>Proceeds from sale of collateral</i> More info...
03/30/2010	Interest	\$125,447,874	AIFP	<i>Interest</i> More info...
07/15/2009	Interest	\$55,237,713	AIFP	<i>Total Interest Paid Thru 7-09</i> More info...
07/10/2009	Refund	\$280,130,642	AIFP	<i>Principal repayment</i> Repaid loan that was used to back warranties for Chrysler cars as the company went through restructuring. More info...

Date	Type	Amount	Program	Description
05/27/2009	Loan	\$6,642,000,000	AIFP	<p><i>Debt Obligation w/ Additional Note, Equity Interest</i></p> <p>A new loan made to Chrysler, or rather the New Chrysler, which has the legal name New CarCo Acquisition LLC. As of August, Chrysler had only drawn \$4.58 billion.</p> <p>More info...</p> <p>So far, \$4.58B has actually been disbursed:</p> <ul style="list-style-type: none"> \$4.58B on Aug. 18, 2009 As of August 18, this was how much Chrysler had used of this loan.
05/01/2009	Loan	\$1,888,153,580	AIFP	<p><i>Debt Obligation w/ Additional Note</i></p> <p>This loan, originally \$3 billion, was to support Chrysler as it went through Chapter 11 bankruptcy.</p> <p>More info...</p>
04/29/2009	Loan	\$280,130,642	AIFP	<p><i>Debt Obligation w/ Additional Note</i></p> <p>This loan will be used to back warranties for Chrysler cars as the company goes through restructuring.</p> <p>More info...</p>
01/02/2009	Purchase	\$4,000,000,000	AIFP	<p><i>Debt Obligation w/ Additional Note Debt Obligation w/ Additional Note</i></p> <p>More info...</p>

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Our lists of [recipients](#) and [programs](#) deal only with expenditures by the Treasury Department – in other words, taxpayer money.

We've included all such money allocated by Congress, both the broader [\\$700 billion](#) TARP bill (later reduced to \$475 billion) and the separate [bailout of Fannie Mae and Freddie Mac](#).

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