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

Auto Safety Hotline

Vehicle Owner's Questionnaire

NATIONWIDE 1-800-424-8393
DC METRO AREA (202) 366-0123
INTERNET: <http://www.nhtsa.dot.gov>

Use a No. 2 pencil or a blue
or black ink pen only.
CORRECT MARK: ☒

Form Approved: O.M.B. No. 2127-0008

FOR AGENCY USE

Date Received

Old or

re-ut

ad-ut

up-ut

Reference No.

25 May 2002

STREET NO.

APT. NO.

CITY

STATE

ENTER ZIP CODE

ZIP CODE

AREA CODE

Do you authorize NHTSA to
provide a copy of this report to the
manufacturer of your vehicle?

☒ Yes
☐ No

Address to the vehicle manufacturer.

DATE

25 OCT 01

VEHICLE IDENT. NO. (VIN) Located at bottom of windshield on driver's side

VEHICLE MAKE

VEHICLE MODEL

MANUFACTURE DATE

MODEL YEAR

1B7MF33DKWJ136171

DODGE

RAM3500

1998

VEHICLE MANUFACTURER

☐ BMW ☐ Ford ☐ Honda ☐ Nissan ☐ Subaru ☐ Volvo ☐ Other
☒ Daimler/Chrysler ☐ General Motors ☐ Hyundai ☐ Saab ☐ Toyota ☐ VW

PURCHASE DATE

☐ New
☒ Used

DEALER'S NAME

CITY

STATE

ZIP CODE

REAR DODGE

REAR

NV

ENGINE SIZE

(CID/CC/L)

FUEL SYSTEM

FUEL TYPE

TRANSMISSION TYPE

ANTILOCK BRAKES

RESTRAINT SYSTEM

CRUISE CONTROL

NO. CYLINDERS

☐ Turbo☒ Fuel Injection☐ Diesel☐ Manual☒ Automatic☐ Yes☐ No☒ Driver's Side Airbag☐ 2-Point Belt☒ Passenger's Side Airbag☐ Motorcyclist☒ 3-Point Belt☐ Yes☐ No

DRIVETRAIN

☐ Front ☒ 4-Wheel
☐ Rear

VEHICLE TYPE

☐ Car ☐ Minivan ☒ Truck ☐ Other
☐ Van ☐ Sport Utility ☐ Motorcycle

DOORS

BODY STYLE

☐ 2-Door
☒ 4-Door

☐ Hatchback ☐ Sedan
☒ Pick Up Truck ☐ Stationwagon

COMPONENT

NO. OF FAILURES

☐ Child Seat
☐ Electrical Lights & Alarms
☐ Engine & Cooling System
☐ Equipment
☐ Fuel System, Exhaust
☐ Heater, Defrost, Ventilation
☐ Interior
☐ Parking Brake
☐ Power Train
☒ Service Brakes
☐ Steering
☐ Structure
☐ Suspension
☐ Visual Systems
☐ Other

0 1 2 3 4 5 6 7 8 9
0 1 2 3 4 5 6 7 8 9

To report defective or failed tires provide the following: Tire
Brand, Tire Name, Tire Size (Include all number and letters).

INCIDENT DATE

TIRE NAME

COMPLETE TIRE SIZE

25 OCT 2001

MICHELIN

LT-215/85-R-16

MILEAGE AT INCIDENT

TIRE BRAND

97000

☐ BF Goodrich
☐ Cooper
☐ Firestone
☐ Goodyear
☐ Kelly Springfield
☒ Michelin
☐ Yokohama
☐ Other

VEHICLE SPEED AT INCIDENT

203 MPH

FAILED PARTS

☒ Original
☐ Replacement

HANDICAPPED ADAPTIVE

FAILED PARTS AVAILABLE?

NHTSA PREVIOUSLY CONTACTED?

☐ Yes ☒ No

☒ Yes ☐ No

☒ Yes ☐ No

Please describe
in detail the
incident(s),
Failure(s),
Crash(es), and
Injury(ies) on
the back of
this form.

CRASH

☒ Yes
☐ No

NUMBER OF PERSONS INJURED

0 1 2 3 4 5 6 7 8 9
0 1 2 3 4 5 6 7 8 9

FIRE

☐ Yes
☒ No

NUMBER OF FATALITIES

0 1 2 3 4 5 6 7 8 9
0 1 2 3 4 5 6 7 8 9

CAUSE OF INCIDENT

☐ Wear/Corroded/Rust
☐ Weak/Poor Fit/Loose
☐ Cut/Torn
☐ Disconnect/Fall Off
☒ Erratic/Poor Performance
☐ Excessive Effort

☐ Nole
☐ Leaks
☐ Short
☐ Locks/Sticks/Grabs
☐ Stability/Vibration
☒ Broken

RESULT OF INCIDENT

☐ Explosion/Fire
☒ Loss of Control
☐ Poor Visibility
☐ Inadvertent Start
☐ Rollover
☐ Stalls
☐ Sudden Acceleration

[REDACTED]
SILVER SPRINGS NAVADA [REDACTED]

May 7, 2002

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation NSA-10.01
400 7th Street, SW
Washington, DC 20590

Dear Sir or Madam:

On 25 OCT. 2001, I was driving north on highway I-5 abeam Bakersfield Ca. I was towing a 35' 12,600 lb. 5th Wheel at a little less than 55 MPH. I-5 is a 4 lane inter state highway. Five miles south of the Los Banos turnoff the traffic slowed to 35 to 40 MPH and the right lane was closed off, due to construction. I was maintaining sufficient stopping distance between myself and the car in front of me under normal breaking conditions. I was watching for the break lights of the car in front of me to come on, when they did I started my breaking sequence. I had electric brakes on both axles of the fifth wheel, hydraulic brakes on my truck with ABS on the rear duels. No ABS on the front wheels. With all this going for me I should have been able to stop in a very short distance, however when I applied the breaks I failed to slow down. I quickly Geared down, manually applied the electric brakes with the lever on the control head on the dash, and applied additional pressure to the foot brake, with the following results. The control head of the electric trailer brakes malfunction. No electric trailer brakes. The increased pressure on the foot break locked up the front wheel brakes leaving me skidding on my two front tires with loss of control over steering. When the front wheels locked the rear duel ABS failed to function and I skidded into the car in front at around two to three MPH.

I believe this accident could have been avoided if ABS was installed on both the rear wheels and the front wheels of this truck. The mismatch lost me the braking power of my rear duel tires. In addition, I would have been able to stop even with the loss of my trailer brakes. However, if the trailer brake control head had not malfunctioned they would have given me sufficient braking power to stop. The control head made by Tekonsha model 2030 Mark, 12 failed or malfunctioned contributed to the accident. It has since been replaced with a new one. I could not change the mismatch in the braking system, however I did add a compression brake (JAKE) to my engine to aid in braking.

Chrysler was asked to examine the braking system on my truck. They did so but I never received a report on what they found. They did say that the cost of installing ABS on the front brakes of my truck would be prohibitive.