



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

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 335

Date Received

2003 AUG -7
01-JUL-2003

Repository ☐

PN 3-17
Reference No.
10026375

OWNER INFORMATION (Type or Print)

Name

Address

City DEXTER

State MI

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

YES

YES

Signature of Owner

Date 1/1

VEHICLE INFORMATION

Make
DODGE

Model
DAKOTA

Model Year
2003

Date Purchased
6-10-03

Dealer's Name and Telephone Number
VILLAGE MOTORS (734) 475-8664

Engine:
No. Cylinders 6

Fuel Type:
GASOLINE

Original Owner

Dealer's City CHELSEA

State MI

Zip Code 48118

Transmission Type

☐ Antilock Brakes

Powertrain

AUTO

☒ Cruise Control

2 WD

Vehicle Component Code

185000 VEHICLE SPEED CONTROL: CRUISE CONTROL

Multiple Failures: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

6-25-03

Failure Mileage

935

Failure Speed

± 70

CRUISE CONTROL RUN AWAY

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTN15ABCD036)

☐ Original Equipment
☐ Prior Repair

Failure Location:

The Component Code

The Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

0

Number of Deaths

0

Reported to Police

N

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

CONSUMER STATES WHILE DRIVING WITH CRUISE CONTROL ON VEHICLE BEGAN TO ACCELERATE. CONSUMER TAPPED THE GAS PEDAL, AND THERE WAS NO RESPONSE. CONSUMER RESET CRUISE CONTROL, AND 2 MILES LATER VEHICLE ACCELERATED AGAIN WHILE IN CRUISE CONTROL. *AK

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-599) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a substantial summary thereof, may be used in support of the agency's action.

7/21/03

U.S. Department of Transportation
N.H.T.S.A.
Office of Defects Investigation, NVS-216
400 7th Street, SW
Washington, DC 20590

Regarding Ref. No. 10026375 & 10026379

VIN: 1D7HL32X43S355449
Date of Incident (s): 6/25/03
Vehicle mileage: 935
Time approx.: 4:30 - 4:45 PM, EDT.
Temperature: 95+ degrees F.
Two occupants, myself and my wife.
Event was runaway cruise control. Two times.

I was driving Westbound on I94 alongside Metropolitan Airport outside of Detroit at approximately 70 miles per hour with the cruise control engaged for two to three miles. The truck downshifted and began to accelerate with no input from myself or any other person. In response I tapped the accelerator to see if something had gotten in a place to cause this. No change. I then pressed the "coast" button for a couple of seconds again with no response. At this time the vehicles speed was in excess of 80 MPH and I was closing on traffic so I then tapped the brake pedal to disengage the cruise control and coasted down to about 70 MPH and pressed the "set" button to reengage the cruise control.

I then ran through my mind the actions I had performed prior to the incident and could think of nothing that could have triggered this event, since I drive with my left hand at about the 8:30 position, right elbow on the center armrest and my right hand on my knee with feet pulled toward the seat. This information is included because the dealers response was to tell me that I somehow initiated the event.

About two miles later the runaway repeated itself. Since there was no nearby traffic I decided to let it go to see what the outcome would be. This time we accelerated to 78-79 MPH and leveled off. After about 20 seconds I again tapped the brake, coasted down to about 70 MPH and again "set" the speed. There has been no recurrence of these events at the time of this writing and with 1722 miles presently on the vehicle.

You may indeed provide a copy of this report to Chrysler since I would be eager to discuss this matter with them and have gotten no response from the dealer other than a knowing smile from their service representative and a "we'll get back to you". I reported this incident to them on 6/26/03.

Thank You,

Dexter, MI

If busy