



Office of Defects Investigation

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VOQ Information

Completed	Optional
<input checked="" type="checkbox"/> Edit consumer	<input type="checkbox"/> Add tires
<input checked="" type="checkbox"/> Edit complaint	<input type="checkbox"/> Add equipment
<input checked="" type="checkbox"/> Edit vehicle	<input type="checkbox"/> Add childrestraint

NOTE: Please review your Complaint information and click on "Submit Complaint" button the bottom of this page to Submit your complaint to NHTSA.

Consumer Information

Name : [REDACTED]  
 Org. Name : [REDACTED]  
 Address : [REDACTED]  
 City, State, Zip : Rehoboth, MA [REDACTED]  
 USA  
 Daytime Phone : [REDACTED] Ext : [REDACTED]  
 Evening Phone : [REDACTED] Fax : [REDACTED]  
 Email : [REDACTED]

Complaint Information

Description : Roll-over tendency, See attachment 2  
 Incident Date : 4/1/2003 Fire : NO  
 Num. Fatalities : Crash : NO  
 Num. Failures : Property Damage : NO  
 Num. Injured : Police Report : NO  
 Referral Source : AAA

Vehicle Information

VIN : 2B6KB31Y2N165369 Purchase Date : [REDACTED]

<b>Year, make and Model :</b>	2000/DODGE/RAM 3500	<b>Original Owner :</b>	Yes
<b># of Cylinders :</b>	8	<b>Trans. Type :</b>	
<b>Engine Size :</b>	318 CID	<b>VehicleDetails Usage :</b>	RECREATK
<b>Cruise Control :</b>	Yes	<b>Antilock Brakes :</b>	Yes
<b>Current Mileage :</b>	21800	<b>Speed :</b>	65
<b>Failure Mileage :</b>	0	<b>Powertrain :</b>	REAR WHE DRIVE
<b>Body Style :</b>	VAN	<b>Fuel System :</b>	
<b>Fuel Type :</b>			

**Vehicle Component Information**

**Component 1:** POWER TRAIN:AXLE ASSEMBLY **OEM:** Yes

**Vehicle Dealer Information**

**Dealer :** 1  
**Name :** **Dealer Type :** SALES DEALER  
**Address :**

**Dealer Phone:** **Dealer Fax:**  
**Email:**

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Attachment 2- [REDACTED] Roll-Over Tendency

The subject late 2000 Dodge camper van known as a "Roadtrek" has rear wheels spaced 4 inches shorter than the front wheels. The effective restoring moment at the beginning of roll-over is approximately 5% to 10% reduced by this 4 inch deficiency. Of course, such calculation is not a singular, discrete number nor are the vehicle mass locations known exactly, but it is clear that the roll-over tendency is increased.

On April 23, 2003, on the highway from Reno to Carson City, a sudden violent gust of wind produced severe yaw which required extensive corrective steering. I think the right rear wheel lifted off the pavement, but fortunately settled immediately as steering eased. The same thing happened twice more near Ely, Nevada, again on our way to Chinle, Arizona, and earlier going west out of Midland, Texas on March 20, 2003.

There is an aluminum spacer product available from a 3rd party vendor, but I am not sure that is good enough. Narrower rear spring spacing may be a problem, overhang of wheels from brake drums and axle bearings may be a factor. The question is: why is the axle shorter and what tests show it to be adequate. Dodge/Chrysler needs to check this out before offering the spacer as a "fix".

Apparently, no one of the above identified group of Roadtrek camper owners has yet rolled over, but I think it's only a matter of time. This is Dodge/Chrysler's deficiency, not mine nor that of other owners..