



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](http://www.nhtsa.dot.gov/hotline)

FOR AGENCY USE ONLY 120

Date Received: 2003 OCT 19 10:28 AM 7:38  
Repository:   
Reference No.: 10034214

**OWNER INFORMATION (Type or Print)**

Name: [Redacted]  
Address: [Redacted]  
City: HOQUIAM State: WA Zip Code: [Redacted]  
Daytime Telephone Number: [Redacted] E-mail Address: [Redacted]  
Evening Telephone Number: [Redacted]

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?  YES  NO  
In the absence of your signature, provide your name or address to the vehicle manufacturer.  
Signature of Owner: [Redacted] Date: 1/30/05

**VEHICLE INFORMATION**

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: 1B76622N3YS551716  
Make: DODGE Model: DAKOTA Model Year: 2002  
Date Purchased: 9-18-00 Dealer's Name and Telephone Number: BEC DODGE 206 244 4990  
Original Owner:  Dealer's City: SEATTLE State: WA Zip Code: [Redacted]  
Engine: No. Cylinders: 8 Fuel Type: [Redacted]  
Transmission Type: AUTO  Antilock Brakes  Cruise Control Powertrain: [Redacted]  
Vehicle Component Code: 046000 SERVICE BRAKES, AIR:ANTILOCK  
Multiple Failure: 1

**FAILED COMPONENT(S)/PART(S) INFORMATION**

Incident Date(s): 19-AUG-2003 Failure Mileage: [Redacted] Failure Speed: [Redacted] MULTIPLE FAILURES SINCE NEW

**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE**

Tire Make: [Redacted] The Model (Name or Number): [Redacted] Tire Size (Example P215/65R15): [Redacted]  
DOT No. (Example: DOTM19ABC036): [Redacted]  Original Equipment  Prior Repair Failure Location: [Redacted]  
Tire Component Code: [Redacted] The Failure Type: [Redacted]

**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE**

Make: [Redacted] Date Manufactured: [Redacted] Model No./Name: [Redacted]  
Seat Type: [Redacted] Installation System: [Redacted]  
Child Seat Component Code: [Redacted] Failed Part: [Redacted]

**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: Y

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 COMPLAINS ABOUT BRAKE PROBLEMS. BRAKES LOCK UP/ SMOKE, AND HAVE EVEN CAUGHT ON FIRE. NO ONE SEEMS ABLE TO REPAIR THEM. WHILE DRIVING AND WANTING TO STOP, CANNOT STOP. THIS IS A SERIOUS PROBLEM. CONSUMER HAS NOT BEEN ABLE TO DRIVE VEHICLE FOR A WHILE. \*AK

SEE ATTACHED PAGES

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

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-502) 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 statistical summary thereof, may be used in support of the agency's action.

August 19, 2003

Subject: 2000 Dodge Dakota

To Whom It May Concern,

We purchased a 2000 Dodge Dakota 4x4 on 9-19-2000 for \$29,851.32 at BBC Dodge in Burien WA (206-244-4990) the truck had 2,644 miles on it. The sales person, Marc B. Ericson #311 told us that someone who wanted to buy a PT Cruiser traded in the truck. We later discovered on CARFAX that our truck was licensed as a Lease vehicle by a Bellevue Dealer.

On 3-16-01 with a mileage of 10,309 our brakes were warped. BBC Dodge said the drums and rotors were warped. The rotors and drums are not covered by warranty, however we were told the warranty department would cover them under the 1yr 12,000-mile warranty. When we discovered that the drums were to be replaced and the rotors to be turned, we requested to have the rotors replaced instead for fear that the problem would happen again in the next 2,000 miles. The mechanic told us they could only do what the warranty department would let them do. When asked what happens if they warp after the 12,000 miles, we were told that we would have to pay for the turning or replacing. We were also told not to use the parking brake or cruise control and the problem would not reoccur as fast.

At that time we spoke with our brother who also owns a 2000 Dakota and he also had had his drums and rotors replaced at approximately 16,000 miles and again at 32,000 miles. When his truck reached 50,000 the drums and rotors were again very badly warped so we purchased a 4-wheel disc brake upgrade kit for him from Stainless Steel Brakes Corporation (716-759-8666) which was approximately \$1,300. After two days of work the kit was installed and worked great.

When our brakes were badly warping again at approximately 15,000 miles we called our brother to be sure he was not having any problems. He had put around 50-60000 miles on his brakes and they were great, so we decided to order the same brake kit from Stainless Steel Brakes Corporation on 5-15-03 for \$1,304.28 and installed them immediately

Replacing brakes at a dealership every 5-10,000 miles at my expense with parts that are obviously defective is not a safe alternative when it comes to the safety and welfare of our family.

While driving to Olympia on 6-16-03 with 52,551 miles, our driver's side front brake started smoking. We pulled over with very little stopping power, let it cool off and carefully drove to Rainer Dodge. They said the caliper had stuck and overheated. They didn't have a caliper in stock but had the parts to rebuild the one we had. We paid them, then later found out that the calipers are under warranty.

About two months later we drove to Montana. While in Kalispell on the second day of our trip, we had been driving down the highway and heard a very strange vibration followed immediately by a burning smell and pulled over. At that point we noticed smoke coming from the drivers side front tire area. When we looked under the front end there were flames coming from between the pad and disc. After putting out the fire and letting it cool down we had no choice but to carefully drive the 3-5miles back to our hotel since it was already 8:30pm.

The following morning we took the truck to Kari Dodge in Kalispell (406-755-6555) we told we had a 2000 Dodge Dakota with brake problems and that were from Washington and we had to leave for home in two days. Their reply was that they couldn't/wouldn't even look at it for a week. They called another dealer that was a two-hour drive away and they also wouldn't look at it for at least a week.

On our way back to the motel to call Chrysler we stopped at Wal-Mart and purchased a fire extinguisher. We also needed a phone card that we purchased from the front desk at our motel to call and get necessary numbers for the warranty department.

Jennifer at the service contract office gave us authorization to have another shop diagnose the problem. The diagnosis wasn't complete until 3:30pm and of course the service contract offices was already closed. The mechanic said that because of how hot the calipers had gotten that both should be replaced as well as the master cylinder, brake lines and fluid. However they couldn't even get the parts for four days. The following morning we called the warranty department. They explained that they would cover up to \$30 a day for a rental car to get us home on time yet wouldn't assist with getting our truck back to us, stating we didn't pay for that kind of service, nor would they assist in getting the parts any sooner.

We drove an unsafe truck home since the warranty department or Chrysler wouldn't help us. The next morning we called Duane Dewees Dodge in Hoquiam, WA and briefly described the situation to them and they said bring it right in, and they had a loaner car for us.

The mechanic there couldn't understand why the caliper had been rebuilt in the first place because overheating causes too much damage to the caliper. His suggestion was to replace the master cylinder, front calipers and brake lines, then when I told them about the Stainless Steel Brakes kit on the truck they called Chrysler warranty who said they wouldn't cover the repair because we had altered the brakes.

While we were waiting to hear back from the warranty we did some research at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov) and found over 140 complaints filed by Dakota owners who are having the same brake/safety problem we are, and they don't have the brake kit. We also discovered that Dodge has since upgraded the brake system. They now are a four-wheel disc system, and changed the front discs. WHY??

It is now 8-19-03, our Dakota is sitting undrivable at Duane Dewees (360) 533-0080. It now needs new front pads, wheel cylinders, brake lines, master cylinder, and we can't drive it. I can't sell it knowing there is a brake failure problem. It's a pile of junk that Dodge has left me stuck with. Please read the enclosed complaints from the others stuck with lies from Daimler Chrysler Corporation. Please, help us.



## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10031307</b>
<b>Summary:</b>	<b>BRAKE ROTORS WARP PREMATURELY AND THERE IS SHAKING AND VIBRATION INSIDE OF THE VEHICLE. *AK</b>

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10031017</b>

**Summary:**

THE ROTORS ON MY 2000 DODGE DAKOTA CONTINUE TO WARP. I HAVE REPLACED THEM AT MY EXPENSE (BECAUSE THE DEALER WON'T RECOGNIZE THE OBVIOUS ENGINEERING PROBLEM) VARIOUS TIMES. AFTERMARKET PARTS DON'T SEEM TO HELP THOUGH IT DOES SLOW THE PROCESS DOWN. \*PH

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10029311

**Summary:**

MULTIPLE ISSUES WITH THE DISC BRAKES IN MY DAKOTA. ORIGINAL ROTORS WARPED ONCE, I HAD THEM TURNED (PAID FOR BY ME), THEY WARPED A SECOND TIME. I PAID THE DEALERSHIP TO REPLACE WITH NEW ROTORS. THESE ROTORS WARPED. THE DEALERSHIP PAID TO REPLACE THIS SET OF ROTORS. I WAS ON MY 3RD SET OF ROTORS BY 75000 MILES.\*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10026124

**Summary:**

FRONT ROTORS WARPED AFTER 6 MO./11,000 MILES, REPLACED ROTORS AND PADS. WARPED AGAIN AT 15 MONTHS, 33,000, BUT USED FOR ADDITIONAL YEAR+. REPLACED AGAIN AT 32 MONTHS/60,000. AGAIN WARPED AFTER 40 MO/73,000, BUT USED 5 MONTHS. REPLACING AGAIN WITH HIGH PERFORMANCE SLOTTED/DRILLED AND KEEPING MY FINGERS CROSSED.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DOODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10025628</b>

**Summary:**

I HAVE 19,000 MILES ON THE TRUCK AND IT HAS HAD 3 BRAKE JOBS ALREADY AND HAD TO REPLACE THE ROTORS, DEALER IS UNRESPONSIVE, TRUCK PULSATES SO BAD IT'S A ROAD HAZARD. \*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10025502</b>
<b>Summary:</b>	<b>ROTOR AND DRUMS ON 2000 DODGE DAKOTA NEED TURNED OR CHANGED OFTEN. *AK</b>

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10024607</b>

**Summary:**

BRAKE ROTORS ARE WEARING AND WHEN APPLYING THE BRAKES VEHICLE WILL HAVE A HEAVY VIBRATION, AND EXTENDED STOPPING DISTANCE. DEALER NOTIFIED. \*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10023909

**Summary:**

FRONT BRAKE DISKS HAVE WARPED TWICE IN 30,000 MILES. I DO MOSTLY HIGHWAY DRIVING. THIS SHOULD NOT BE HAPPENING. HAVE HAD THEM TURNED TWICE, THE DEALER SAYS THERE IS NO PROBLEM THEY KNOW OF WITH THE ROTORS. \*JB

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10023787</b>
<b>Summary:</b>	<b>HAVE HAD FRONT ROTORS WARP 5 TIMES IN LESS THAN 48,000 MILES. DEALER WILL NOT RECTIFY PROBLEM. *NLM</b>

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10023027</b>

**Summary:**

SOMETHING NEEDS TO BE DONE ABOUT THE WARPED BRAKE ROTORS ON NEWER DODGE DAKOTA'S. EVERYONE I TALK TO HAS THE SAME PROBLEM. IF YOU REPLACE THEM, THEY GO BACK TO BEING WARPED AFTER A FEW THOUSAND MILES. \*NLM

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10023024

**Summary:**

BRAKE ROTORS WARP ON 2000 DODGE DAKOTA. I HAD TO HAVE THE FRONT BRAKE ROTORS TURNED TWICE, FOLLOWED BY REPLACEMENT OF THE ROTORS, ALL BEFORE 50,000 MILES. THE NEW ROTORS HAVE ALREADY STARTED TO WARP, LESS THAN 2 MONTHS AFTER INSTALLATION. NOTE: BRAKE PADS SHOW NO UNUSUAL WEAR AND HAVEN'T BEEN REPLACED; THE PADS ARE SUPPOSED TO BE THE SACRIFICIAL PART, NOT THE ROTORS!!! ALL WORK HAS BEEN PERFORMED BY CLEAR LAKE DODGE AND ALLEN SAMUELS CHRYSLER, BOTH IN HOUSTON; AT NO TIME HAS EITHER PLACE MENTIONED ANY SYSTEMIC PROBLEM WITH DAKOTA BRAKE ROTORS. \*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10019701

**Summary:**

THE BRAKE SYSTEM OVERHEATED AND CAUSED THE VEHICLE TO PULL TO THE LEFT WHILE BRAKING. IT WAS DETERMINED THAT THE BRAKES DID NOT RELEASE WHILE DRIVING. \*NLM

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10019517

**Summary:**

WHEN THE CONSUMER MADE A STOP, THE VEHICLE PULLED TO THE LEFT. WHEN THE CONSUMER GOT OUT OF VEHICLE, SHE SAW THE WHEELS WERE HOT, BECAUSE THE BRAKES FAILED TO RELEASE. \*JB

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10016818</b>

**Summary:**

CARRIED 2000 DODGE DAKOTA SLT BACK TO DEALER @11503 MILES FOR FRONT END SHIMMIE UNDER NORMAL BRAKING CONDITIONS.

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10016817</b>
<b>Summary:</b>	<b>CARRIED 2000 DODGE DAKOTA SLT BACK TO DEALER @ 8496 MILES FOR FRONT END SHIMMIE UNDER NORMAL BRAKING CONDITIONS.</b>

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10016650</b>

**Summary:**

RIGHT FRONT BRAKE STICKING AT RANDOM TIME HAD TO PRY PISTON BACK TO RELEASE PAD AND PREVENT FIRE AND RELEASE BRAKE DRAG. \*NLM

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10013737

**Summary:**

BRAKE ROTOR WARPING AGAIN & AGAIN & AGAIN. I ONLY HAVE 48000 MILES ON MY TRUCK AND I AM ON MY THIRD SET OF ROTORS AND STILL THE SAME PADS WHICH HAVE ABOUT 3/8 OF AN INCH LEFT. THE DEALER TELLS ME IT IS HOW I DRIVE, I DISAGREE WITH THAT. I WILL NEVER BUY ANOTHER DODGE UNLESS THEY FIND A SOLUTION TO THIS PROBLEM. I DONT KNOW IF THIS WILL HELP ANYTHING BUT OH WELL. \*NLM

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10011886</b>

**Summary:**

THE VEHICLES FRONT BRAKE ROTORS RUSTED PITTED AND WARPED WHICH CAUSED THE STEERING WHEEL TO VIBRATE WHEN THE BRAKES WERE APPLIED. \*NLM \*NLM

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10010640</b>

**Summary:**

WARPING ROTORS ON DODGE DAKOTA. I AM ON MY THIRD PAIR OF ROTORS WHICH ARE ALSO WARPED. THE DEALER HAS TOLD ME IT IS THE WAY I DRIVE. I AM SORRY, BUT I DRIVE MY COMPANY VAN A LOT HARDER THAN I DRIVE MY TRUCK, AND IT HAS NOT HAD A PROBLEM WITH WARPING ROTORS. THIS KIND OF THING REALLY MAKES ME WANT TO BY ANOTHER DODGE, "NOT". \*JB

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10007846

**Summary:**

EXPERIENCED WARPED ROTORS. DEALER REFUSES TO DO ANYTHING. STATES DRIVING HABITS CAUSED IT. I DISAGREE.

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10003240

**Summary:**

FRONT BRAKE ROTORS CONTINUE TO WARP, CAUSING TRUCK TO VIBRATE WILDLY UNDER BRAKING. FRONT BRAKE ROTORS WERE TURNED @ 9K, 15K, 31K. NOW AT 45K UNABLE TO TURN THEM AGAIN AND HAVE HAD TO REPLACE. FRONT SHOCKS ALSO BEING REPLACED DUE TO EXCESSIVE WEAR.

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10002652

**Summary:**

AFTER 30K MILES ON MY 2000 DODGE DAKOTA R/T MY FRONT ROTORS WERE WARPED AND THE FRONT SEEMED TO DO 100% OF THE BRAKING SO I JACKED UP THE TRUCK AND PUT IT ON BLOCKS AND TESTED THE BACK BRAKES THEY DIDNT EVEN STOP UNDER IDLE SO I TOOK IT TO MY LOCAL DEALER TOM MATSON'S DODGE OF AUBURN,WA AND HAD THEM FIX IT THE SAME DAY I WENT HOME TO TEST IN THE SAME MANOR I DID IN THE FIRST TIME AND STILL NO BACK BRAKES OTHERS FROM THE R/T TRUCK CLUB I BELONG TO ALSO HAVE HAD THIS PROBLEM WITH THERE 2000 MODELS AND DC HAD BOUGHT THEM BACK BECAUSE OF A "DESIGN FLAW" IF THEY KNOW ITS A "DESIGN FLAW" WHY DO THEY LET THOUSANDS OF PEOPLE DRIVE AROUND THE STREETS WITH 1/2 OF THERE BRAKING ABILITY? TO ME THAT IS A SERIOUS SAFETY ISSUE AND THEY SHOULD DO SOMETHING TO FIX IT

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10002638

**Summary:**

LACK OF BRAKING BIAS TO THE REAR OF MY 2000 DAKOTA R/T PICKUP. THIS HAS CAUSED MY TRUCK TO GO THROUGH 3 SETS OF ROTORS IN 55, 000 MILES. I HAVE ALSO HAD SEVERAL NEAR ACCIDENTS TO TO THE REDUCED BRAKING. I HAVE SIMILAR TRUCKS BUILT IN 98 AND 99 WITHOUT THIS ISSUE.

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>10002627</b>

**Summary:**

MY 2000 DAKOTA R/T HAD NO REAR BRAKES, CHRYSLER BOUGHT IT BACK AND FURNISHED A 03 FOR ME. IT HAS A COMPLETE DIFFERENT BRAKE SYSTEM THAN THE 00 DID. CHRYSLER ADMITTED A PROBLEM. NOW I HAVE CONTACTED SEVERAL OWNERS OF R/T'S 2000 TO 2002 WITH THE SAME PROBLEM AND THEY DON'T KNOW WHAT TO DO. I KNOW OF AT LEAST 10 R/T'S WITHOUT REAR BRAKES! WHAT IS IT GOING TO TAKE TO INVESTIGATE THIS BEFORE SOMEONE IS KILLED? I'VE COMPLAINED TO DEAF EARS!

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 10000790

**Summary:**

2000 DAKOTA CLUB CAB R/T WITH REAR ABS BRAKES ONLY. COMPLAINT: NEVER HAD WORKING REAR BRAKES, COULDN'T BE FIXED BY DEALER, SOLD BACK TO CHRYSLER. NOW I HAVE DISCOVERED SEVERAL MORE R/T'S WITH THE SAME PROBLEM! CHRYSLER/DODGE WON'T OR CAN'T FIX! HOW MANY MORE ARE OUT THERE? REAR WHEELS WILL NOT STOP TURNING UNDER UNDER ANY CONDITION EXCEPT USING THE EMERGENCY BRAKE. FOUND THIS OUT ON SNOWY STREET WHILE STOPPING. WHEN VEHICLE FINALLY STOPPED IN THE MIDDLE OF INTERSECTION, THE SPEEDOMETER WAS READING 10 MPH! LOOKED OUT DOOR AT REAR WHEELS AND THEY WERE SPINNING WITH THE BRAKE PEDAL DEPRESSED HARD. IT'S NO WONDER THEY CAN'T KEEP FRONT ROTORS ON THESE VEHICLES, THEY ARE DOING 100% OF THE STOPPING!

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>9005657</b>

**Summary:**

FRONT BRAKES ROTOR PROBLEM, REPLACED SEVERAL TIMES, ROTORS ARE WARPED OR HAVE EXCESSIVE RUN OUT, CAN NOT FIND THE CAUSE. RESULTING IN VEHICLE VIBRATION WHEN THE BRAKES ARE APPLIED. REPLACED FRONT DISC ROTORS SEVERAL TIMES.

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>8015666</b>

**Summary:**

FRONT BRAKE ROTORS PULSATE. BRAKE EFFECTIVENESS IS FAILING. STOPPING DISTANCES HAS INCREASED. ROTORS ARE STARTING TO GO EVERY 14,000 MILES. DEALER IS AWARE. PLEASE ADD MORE DETAILS. \*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>8014327</b>

**Summary:**

BRAKES ARE MAKING LOUD NOISES/PULSATE WHEN CONSUMER APPLIES THEM. ALSO, THERE IS EXTENDED STOPPING DISTANCE. CONTACTED DEALER, AND DEALER IS NOT WILLING TO DO ANYTHING.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>8013873</b>

**Summary:**

WHILE DRIVING AND WITH NO WARNING BRAKES WENT OUT ,CAUSING AND ACCIDENT. CAUSE UNKNOWN.  
DEALER NOTIFIED. \*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 8008827

**Summary:**

ROTORS NEED TO BE REPLACED DUE TO CORROSION AND CHIPPING ON BRAKES. CONTACTED DEALER, AND THE DEALER WAS NOT WILLING TO DO ANYTHING. \*AK CONSUMERS VEHICLE IS EXPERIENCING PREMATURE FAILURE OF FRONT ROTORS. METAL ON ROTORS IS FLAKING OFF AND PEELING AWAY, BECAUSE OF THIS THE FRONT DISC BRAKE PADS HAVE TO BE REPLACED, EVEN THOUGH THEY ARE ABOUT HALF WORN. DEALER NOTIFIED. OWNER FEELS THIS IS A DEFECTIVE PART PROBLEM AND SHOULD BE REPLACED BY MANUFACTURER NOT AT OWNERS EXPENSE. \*TT

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>8002991</b>

**Summary:**

CONSUMER STATED THE VEHICLE SHAKES VIOLENTLY WHEN COMING TO A GRADUAL OR A SUDDEN STOP, DEALER HAS NOT TO BE CONTACTED.\*AK CONSUMER STATED HE DID CONTACT THE DEALER AND WAS INFORMED THAT THEY WOULD NO LONGER CORRECT THE PROBLEM UNDER WARRANTY, SINCE THE FRONT ROTORS HAD BEEN REPLACED 3 TIMES PRIOR.\*SLC

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>8002910</b>

**Summary:**

WHILE DRIVING AT NORMAL SPEED AND WHEN DEPRESSING BRAKE PEDAL TO MAKE A GRADUAL STOP BRAKES FAILED TO RESPOND, CAUSING EXTENDED STOPPING DISTANCE. ALSO, VEHICLE VIBRATED UPON BRAKING. PLEASE PROVIDE ANY FURTHER DETAILS.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>8002809</b>

**Summary:**

WHILE DRIVING AND WHEN ATTEMPTING TO MAKE A SUDDEN STOP BY DEPRESSING BRAKE PEDAL, BRAKES LOCKED UP AND FAILED TO RESPOND ,CAUSING EXTENDED STOPPING DISTANCE . ALSO, THERE WAS SUDDEN VIBRATION. CONSUMER HAS CONTACTED DEALER. PLEASE PROVIDE ANY FURTHER DETAILS.\*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 6900662

**Summary:**

FRONT ROTORS ARE WARPING ON A REGULAR BASIS. ROTORS WERE REPLACED AT 18000/40000/47000/57000. CURRENTLY AT 59000 MILES, ROTORS NEED REPLACEMENT AGAIN. \*AK CONSUMER STATES THE FRONT AND REAR BRAKES WERE REPLACED THIS TIME, VEHICLE HAS 68000 MILES AND IT FEELS AS IF THE FRONT BRAKES ARE HANGING UP, THERE IS A LOT OF BRAKE DUST ON THE RIMS AND ROTORS, IN THE WINTER TIME THE BRAKES WOULD LOCK UP AND CAUSE THE VEHICLE TO SKID. \*JB

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>899888</b>

**Summary:**

WHEN APPLYING BRAKES VEHICLE WILL VIBRATE. DEALER REPLACED BOTH FRONT ROTORS AT 10000/ 19000 AND 26000 MILES. AT THIS TIME, ROTORS NEED TO BE REPLACED AGAIN.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>897621</b>
<b>Summary:</b>	<b>FRONT BRAKE ROTORS ARE PREMATURELY WARPING. ROTORS HAVE BEEN RESURFACED AT 8,000/ 17,000 AND 23,000 MILES, CAUSE UNKNOWN. DEALER CANNOT IDENTIFY CAUSE. *AK *YH</b>

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>896882</b>

**Summary:**

BRAKE ROTORS ARE WARPED. WHEN APPLYING BRAKES THEY WILL PULSATE OR FLITTER. ALSO, VEHICLE HAS EXTENDED STOPPING DISTANCE. CONTACTED DEALER, AND HAD TO REPLACE ROTORS.\*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 895073

**Summary:**

WHEN APPLYING BRAKES FRONT BRAKES LOCKS UP AND THE VEHICLE PULLS TO LEFT AND RIGHT, CAUSE UNKNOWN. \*AK CONSUMER STATES THE PROBLEM DOES NOT OCCUR EVERYTIME THE BRAKES ARE APPLIED, TWO MECHANICS COULD NOT DUPLICATE THE PROBLEM, THE BRAKE PADS HAVE BEEN REPLACED FOUR TIMES, THE ROTORS HAVE BEEN TURNED AND THE PROBLEM STILL REMAINS.\*JB

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>894330</b>

**Summary:**

ABS BRAKING SYSTEM IS DEFECTIVE CAUSING THE VEHICLE TO SHAKE. DEALER HAS CHANGED FRONT & BACK BRAKES, BUT VEHICLE IS STILL HAVING SAME PROBLEM. PLEASE PROVIDE FURTHER DETAILS.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>B92845</b>
<b>Summary:</b>	<b>PREMATURE WEAR OF BRAKE ROTORS AND PADS. PLEASE PROVIDE ADDITIONAL INFORMATION.*AK</b>

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>888375</b>

**Summary:**

FRONT BRAKE ROTORS WERE WARPING AND CAUSING SERIOUS BOUNCING/ VIBRATION WHILE TRAVELING AT HIGH SPEEDS AND APPLYING BRAKES. DEALERSHIP INFORMED CONSUMER THAT DEFECT WAS A RESULT OF HARD DRIVING OF VEHICLE. \*AK CONSUMER STATES VEHICLE SHOWED SIGNS OF WARPING AAT 12000 MILES.  
\*SLC

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>886731</b>

**Summary:**

BRAKES ARE OUT OF ROUND, AND VEHICLE VIBRATES REAL HARD. HARD TO HANDLE, AND HARD TO STOP. DEALER FEELS THAT CONSUMER IS HITTING BRAKES TOO HARD, AND MAY BE ABUSING THEM. CONSUMER WENT THROUGH THIS ONCE BEFORE WITH REAR BRAKES, AND THEN WITH FRONT BRAKES.\*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 884024

**Summary:**

WHEN APPLYING BRAKES VEHICLE WOBBLER. DEALERSHIP IS AWARE OF PROBLEM. \*AK ROTORS WERE REPLACED BUT THE VEHICLE WAS WOBBLING AGAIN AFTER 4,000 MILES. \*YH

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>003810</b>

**Summary:**

ROTORS HEATED UP AND WARPED AT 9000 MILES AND VEHICLE HAD A BOUNCY RIDE. DEALERSHIP WAS AWARE OF PROBLEM. \*AK DEALER REPLACED THE ROTORS, THE PADS WERE LEFT ON BECAUSE THEY DIDN'T LOOK WARN. \*SLC

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>887334</b>

**Summary:**

EVERY 7000 TO 7500 MILES BRAKE ROTORS AND DRUMS HAVE TO BE REPLACED DUE TO WARPING AND EXCESSIVE WEAR. PLEASE PROVIDE ANY ADDITIONAL INFORMATION/ATTACHMENTS. \*AK

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## Complaints Summary

<b>Make:</b>	DODGE
<b>Model:</b>	DAKOTA
<b>Year:</b>	2000
<b>Complaint Number:</b>	885875

**Summary:**

VEHICLE WAS TAKEN TO A REPAIR SHOP. MECHANIC PUT VEHICLE UP ON A LATHE AND POINTED OUT HOW DRUM WOBBLLED WHEN IT WAS ROTATED. IT WAS ABOUT A 1/8 OF AN INCH OFF CENTER. CONSUMER CONTACTED DEALER, AND THEY SAID BRAKE SYSTEM WAS ONLY W ARRANTIED FOR 12,000 MILES. VEHICLE HAS BEN IN SEVERAL TIMES FOR VIBRATION WHEN BRAKES WERE APPLIED. DEALER SAID IT WAS ROTORS OVERHEATING . TURNED ROTORS SMOOTHLY AND CHECKED ADJUSTED BRAKES. CONSUMER HAD 8,000 MILES AT THE TIME, AND THOUGHT IT WAS TOO EARLY TO BE TURNED. \*AK

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## Complaints Summary

<b>Make:</b>	DODGE
<b>Model:</b>	DAKOTA
<b>Year:</b>	2000
<b>Complaint Number:</b>	884337

**Summary:**

WHEN STEERING TO LEFT OR TO RIGHT A NOISE WILL OCCUR. DEALER REPLACED STEERING SHAFT ONCE, AND STEERING COLUMN TWICE, BUT NOISE STILL OCCURS. \*AK REAR BRAKE DRUMS AND FRONT BRAKE ROTORS FAILED. \*YH

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>852305</b>
<b>Summary:</b>	<b>FRONT BRAKE ROTORS HAVE TO BE REPLACED ABOUT EVERY 15000 MILES. *AK *SLC</b>

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## Complaints Summary

<b>Make:</b>	DODGE
<b>Model:</b>	DAKOTA
<b>Year:</b>	2000
<b>Complaint Number:</b>	880930

**Summary:**

AT 35,000 MILES FRONT BRAKE ROTORS HAD TO BE REPLACED. PRIOR TO THIS, ROTORS WERE TURNED AT 16,000 MILES AND 21,000 MILES. ALSO, IF CRUISE CONTROL IS SET BETWEEN 58-60MPH VEHICLE WILL SUDDENLY DOWNSHIFT 3 GEARS AND WILL GO TO 4500 RPMs, AND THEN ACCELERATE SUDDENLY TO 65 MPH. CONSUMER HAS TAKEN VEHICLE TO DEALER TIMES, BUT HAS RECEIVED NO SATISFACTION. CAUSE IS UNKNOWN.  
\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>878494</b>

**Summary:**

ROTORS HAVE BEEN TURNED AND RESURFACED THREE TIMES, AND REPLACED ONCE. DEALER REFUSING TO HONOR WARRANTY. \*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>677885</b>
<b>Summary:</b>	<b>PREMATURE WEAR OF BRAKE ROTORS. DEALER HAS REPLACED ROTORS FOUR TIMES.*AK</b>

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>877862</b>

**Summary:**

THIS VEHICLE HAS A LITTLE MORE THAN 12,000 MILES ON IT, AND IT HAS BEEN AT REPAIR SHOP TWICE FOR WARPED ROTORS. BRAKE PEDAL GOES TO FLOOR WHEN BRAKE PEDAL IS PRESSED. ON. DEALER HAS BEEN CONTACTED.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>876066</b>

**Summary:**

WHEN APPLYING BRAKES PEDAL WENT TO THE FLOOR , LIGHTS FLASHED ON DASHBOARD, RESULTING IN EXTENDED STOPPING DISTANCE. AFTER VEHICLE WAS INSPECTED BY DEALER IT WAS DISCOVERED THAT BOLT HOLDING CALIPERS POPPED OUT. VEHICLE HAS BEEN REPAIRED BY DEALER. \*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>869878</b>

**Summary:**

BRAKE ROTORS KEPT WARPING FOR NO REASON. BRAKES WOULD SHAKE WHEN APPLIED. TOOK VEHICLE TO DEALERSHIP & MECHANIC COULD NOT LOCATE CAUSE OF ROTORS WARPING. REPLACED ROTORS AGAIN. THIS WAS SECOND TIME THEY HAVE BEEN REPLACED. \*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>859870</b>
<b>Summary:</b>	
FRONT BRAKES KEEP WARPING DUE TO EXTREME HEAT. DEALER HAS RESURFACED BRAKES, AND REPLACED ROTORS. BUT DEFECT KEEPS REOCCURRING. *AK	

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>769929</b>

**Summary:**

FACTORY BRAKE COMPONENTS NOT ADEQUATE FOR STOPPING THIS TRUCKS. EVERYONE WHO OWNS A DAKOTA HAS A PROBLEM WITH FREQUENT BRAKE ROTOR WARPAGE. THIS COULD BE VERY DANGEROUS DODGE REFUSES TO DO ANYTHING ABOUT IT. OWNERS FORCED TO BUY EXPENSIVE BRAKE OVERHAULS EVERY FEW THOUSAND MILES. CHECK OUT THE MESSAGE BOARDS AT [WWW.DODGEDAKOTAS.COM](http://WWW.DODGEDAKOTAS.COM) YOU WILL SEE A LOT OF PEOPLE WITH THE SAME PROBLEM. DT

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 769802

**Summary:**

THE ROTORS HAVE CONTINUELY WARP AT ABOUT EVERY 12000 MILES. I HAVE HAD THEM TURNED 4 TIMES AND INSTALLED NEW ROTORS AT ABOUT 38000 MILES. THEY ARE AGAINED WARPED AT 60,000 MILES AND NEED TO BE TURNED AGAIN. VEHICLE VIBRATES AT 30 TO 40 MPH WHEN BRAKES ARE APPLIED. WHEN ROTORS ARE TURNED THE PROBLEM GOES AWAY FOR A WHILE. DT

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>769068</b>

**Summary:**

DEALER INDICATED THAT MANUFACTURER IS AWARE OF DESIGN DEFECT WITH NO FIX COMMITED. THE FRONT BRAKE ROTORS WARP OVER TIME WHICH DEGRADES THE BRAKING SYSTEM PERFORMANCE AND CONFUSES THE ANTI-LOCK BRAKING SYSTEM IN 55000 MILES. ROTORS HAVE BEEN ALREADY TURNED TWICE AND ARE ALREADY WARPED AGAIN. DT

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 768885

**Summary:**

MY ROTORS HAVE WARPED 4 TIMES IN 38,530 MILES. NEW DODGE PARTS HAVE BEEN INSTALLED. THIS MOST RECENT TIME I GOT A SURPRISE. DODGE SAID AFTERMARKET BRAKE PADS HAD BEEN INSTALLED. I HAVE ONLY HAD BRAKE SERVICE PERFORMED AT MARIETTA DODGE. THE PREVIOUS INSTALLATION SOMEONE MUST HAVE USED AFTER-MARKET FRONT BRAKE PADS. ALSO, THIS IS AN ON-GOING PROBLEM WITH THIS TRUCK. 4 SETS OF ROTORS WARPED IN LESS THAN 10,000 MILES. NOT GOOD. WEAK BRAKES. DT

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>767282</b>

**Summary:**

ROTORS DETERIORATED AND WOULD NOT PASS INSPECTION ON FRONT WHEELS. ROTORS AND BRAKE PADS HAD TO BE REPLACED TO MAKE VEHICLE SAFE TO OPERATE. MILEAGE IS 10991 AT TIME OF FAILURE.\*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 766274

**Summary:**

AFTER ABOUT 13000 MILES, APPLICATION OF BRAKES CAUSED INCREASINGLY SEVERE SHUDDERING OF FRONT OF TRUCK ACCOMPANIED BY SIGNIFICANT EXTENSION OF BRAKING DISTANCE (AT LEAST 30%). NARROWLY AVOIDED WHAT COULD HAVE BEEN A MAJOR COLLISION. SUSPECTED FAILURE OF ABS, TOOK CAR TO DEALER WHO DIAGNOSED IT AS WARPED ROTORS IN THE FRONT. DEALER TURNED ROTORS AND REPORTED ESSENTIALLY ZERO WEAR ON THE BRAKEPADS. DEALER ALSO REPLACED BRAKE PADS. DEALER SURMISED THAT THERE WAS A CHRONIC MATERIAL PROBLEM WITH THE DAKOTA DISK BRAKE SYSTEM. THIS PROBLEM APPEARS TO MANIFEST ITSELF AGAIN NOW, SOME 8000 MILES LATER. WHEN I RECENTLY CONTACTED CHRYSLER BY E-MAIL AND EXPLAINED THE PROBLEM, THEIR RESPONSE WAS MERELY THAT THERE WAS CURRENTLY NO OPEN PROBLEM (HENCE NO ACTION). WHAT IS HARD TO FATHOM IS THAT NHTSA WITH SOME 100 USER COMPLAINTS ABOUT THE VERY SAME SAFETY-RELATED PROBLEM DOES NOT APPEAR TO BE PURSUING THIS ISSUE. CORRECTIVE ACTION BY DODGE IN THE FORM OF A RECALL AND REPLACEMENT OF THE FAILURE-PRONE DISK SYSTEM IS CLEARLY WARRANTED IN THIS SITUATION. PLEASE ADVISE WHAT, IF ANY, ACTION NHTSA IS TAKING, OR PLANS TO TAKE, TO ADDRESS THIS PROBLEM. THIS TRULY IS A MATTER OF "PEOPLE SAVING PEOPLE."\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>765587</b>

**Summary:**

FRONT DISC ROTORS GET WARPED EVERY 17000 MILES OF DRIVING. ALTHOUGH THE TRUCK HAS THE TOWING PACKAGE, I RARELY TOW ANYTHING. MY DRIVING IS NORMAL DRIVING WITH MOST OF IT ON THE INTERSTATE. AFTER 17000 MILES, THE WHOLE FRONT-END OF THE TRUCK SHAKES TERRIBLY UNTIL THE ROTORS GET TURNED. PADS ARE FINE. ROTORS TURNED AT 17,000 MILES AND 34000 MILES. EXPECT TO HAVE TO TURN THEM AGAIN AT 52000 MILES.\*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 765515

**Summary:**

EVEN WITH LIGHT APPLICATION OF BRAKES, PROGRESSIVELY SEVERE SHUDDERING OF ENTIRE FRONT END. SERVICE DEPT. DETERMINED WARPED BRAKE DISCS AND INCORRECT BRAKE PAD (OEM). DISKS WERE TURNED AND BRAKE PADS REPLACED. NOW, 5000 MILES LATER, SAME PROBLEM (PULSATING CONDITION UPON LIGHT BRAKE APPLICATION) MANIFESTS ITSELF. WHAT IS NHTSA DOING TO GET DODGE TO TAKE CORRECTIVE ACTION? THIS SITUATION IS A SAFETY HAZARD AND NEEDS TO BE CORRECTED!!! THERE ARE OVER 100 COMPLAINTS IN YOUR DATABASE ABOUT THE IDENTICAL PROBLEM WITH THE SAME VEHICLE. HAVE DESCRIBED THE SITUATION TO CHRYSLER BUT DOUBT THAT THEY WILL RESPOND WITH A CONSTRUCTIVE SOLUTION WITHOUT SOME PRESSURE FROM NHTSA. AFTER ALL, THIS IS ALL ABOUT "PEOPLE SAVING PEOPLE" SO LET'S HAVE SOME ACTION BEFORE WE HAVE ANOTHER FIRESTONE-LIKE DISASTER ON OUR HANDS.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>764531</b>

**Summary:**

2000 DAKOTA BRAKES ARE UNSAFE AND START 'BOUNCING' AFTER A FEW THOUSAND MILES DUE TO WARPING ROTORS. DEALERSHIP WILL DO NOTHING TO FIX PROBLEM. HAVE SPOKE WITH NUMEROUS OTHER DAKOTA OWNERS AND THIS IS A VERY COMMON PROBLEM.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>764105</b>
<b>Summary:</b>	<b>FRONT BRAKE ROTORS WARPED SHORTLY AFTER REACHING 12,000 MILES, MANUFACTURER DID NOT WARRANTY DUE TO MILEAGE.*AK</b>

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## Complaints Summary

<b>Make:</b>	DODGE
<b>Model:</b>	DAKOTA
<b>Year:</b>	2000
<b>Complaint Number:</b>	763622

**Summary:**

OF COUSE THEY SAID IT WASN'T COVERED UNDER MY EXTENDED POLICY AND IF MY BRAKES COMPLETELY FAIL AT ONLY 23,000 MILES IT'S NORMAL WEAR. \*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 763522

**Summary:**

BRAKE ROTORS CONTINUE TO WARP BEYOND USE AND REPAIR. HAVE HAD AFTER MARKET AND OEM ROTORS AND BOTH BEGIN TO WARP WITHIN THREE TO 5000 MILES AND NEED TO BE REPLACED. AFTER MARKET ROTORS LAST LONGER AND DONT WARP AS FAST AS OEM BUT I SHOULDN'T HAVE TO REPLACE MY ROTORS TWICE A YEAR DUE TO UNDER SIZED ROTORS FOR THE TRUCK.

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>762580</b>

**Summary:**

FRONT BRAKE ROTOR WARPED. DRIVER SIDE WINDSHIELD WIPER SQUIRTER DISAPPEARED FROM SIGHT AND NO LONGER WORKS. PASSENGER SIDE WINDSHIELD WIPER SQUIRTER NO LONGER WORKS. FRONT LICENSE PLATE (REQUIRED IN TEXAS) BOLT FAILED, LOST LICENSE PLATE SOMEWHERE.

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>762409</b>
<b>Summary:</b>	<b>HAD TO REPLACE FRONT ROTORS THREE TIMES, 24000 MILES, 29000 MILES, AND 33000 MILES FOR WARPED ROTORS, CAUSING THE BREAKS TO PULSATE WHEN APPLIED.*AK</b>

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 761804

**Summary:**

WARPED BRAKE ROTORS ARE CAUSING VEHICLE TO LOSE CONTROL. THIS WILL BE THE FOURTH SET OF ROTORS IN 28000 MILES. THE DEALER TALKED ME INTO PAYING FOR NEW PADS LAST TIME BECAUSE HE SAID BRAKE PROBLEMS ARE NOT COVERED UNDER WARRANTY AFTER 12000 MILES. WHY ISN'T THE NHTSA RESPONDING TO THIS UNSAFE ISSUE? THE MAJORITY OF COMPLAINTS ON YOUR WEB SITE IS ABOUT WARPED ROTORS ON DODGE DAKOTAS. PLEASE RESPOND!!\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>761524</b>

**Summary:**

FRONT BRAKE ROTORS WARPED,,TURNED AT DEALERS EXPENSE:PROBLEM ADVISED V-8 DAKOTAS ARE HAVING THIS PROBLEM. NOT PRESENT IN 6 OR 4 CYL MODELS. ROTOR SUBSTANDARD FOR BRAKENG WEIGHT OF ENGINE.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>761110</b>

**Summary:**

ROTORS HAVE WARPPED UNTIMELY CHECK WEBSITE DODGEDAKOTA.COM NOTE ALL THE FRONT ROTOR WARPPING. DODGE MECHANIC ADVISED HE SEE A LOT OF THESE IN THE V-8 DAKOTAS, HIS OPINION IS THE ROTORS ARE NOT SUITABLE FOR THE ENGINE WEIGHT WHILE BRAKEING. COULD LEAD TO LOSS OF CONTROL AND POSSIBLE ACCIDENTS.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>760802</b>

**Summary:**

IS ANYONE READING THESE COMPLAINTS ON DAKOTA BRAKE ROTORS!? I AM ON MY 4TH SET OF FRONT ROTORS, WHICH ARE ALREADY WARPED. EACH SET GOES ABOUT 10-11K UNTILL NEEDING RESURFACING/ REPLACEMENT.. MY LOCAL DEALERSHIP ACTUALLY BILLED SOME OF MY VISITS FOR ROTORS IN A MANNER THAT THE DEALERSHIP I BOUGHT IT FROM CAN'T EVEN UNDERSTAND WHAT WAS DONE. I NO LONGER TOW ANYTHING, TRYING TO MAKE THE ROTORS LAST LONGER- WHY DID I WASTE MONEY ORDERING THE HEAVYDUTY TOW PACKAGE? I AM SICK OF THESE BRAKES, LIKE SO MANY OTHER DAKOTA OWNERS. HOW MANY COMPLAINTS DOES IT TAKE? NLM

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 759145

**Summary:**

REAR BRAKES HAVE BEEN INOPERABLE SINCE THE DAY WE BOUGHT THIS VEHICLE, RETURNED TO DEALER WITH COMPLAINT. THEY SAID IT WAS "NORMAL". RETURNED LATER WITH FURTHER EVIDENCE TO SHOW THEM AND THEY TESTED IT , ADJUSTED THE BRAKES AND SAID IT WAS OK. LATER I JACKED THE VEHICLE UP WITH THE WHEELS POWERED UP AND COULD NOT STOP THE WHEELS FROM TURNING. TOOK IT BACK TO DEALER, SHOWED THEM MY TEST AND THEY NOW PROCLAIMED A PROBLEM. THEY REPLACED EVERY COMPONENT AND STILL NO BRAKES. THEY TOOK IT TO A BRAKE SHOP FOR SECOND OPINION, THE OWNER CLAIMED I WAS RIGHT. CHRYSLER SENT A REP TO LOOK AT IT, CLAIMED IT WAS "NORMAL" SO CHRYSLER SAID THEY WERE DONE WITH IT. SO DODGE WON'T DO ANY MORE EITHER. IN SLICK CONDITIONS LIKE SNOW, THE REAR WHEELS KEEP TURNING AFTER THE VEHICLE STOPS. I HAVE TO SHIFT TO NEUTRAL TO KEEP FROM BEING PUSHED INTO AN INTERSECTION.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>759012</b>

**Summary:**

#1 BRAKES FRONT AND REAR WHEN APPLIED VIBRATE THE WHOLE TRUCK # 2WHEN TRUCK SHIFTS FROM 2 TO 3 IT BANGS HARD INTO GEAR. \*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>758582</b>
<b>Summary:</b>	REAR BRAKES FAILED TO WORK FROM THE FACTORY, (NEVER WORKED) AND DODGE CANNOT FIX IT, SO THEY RECOMMEND I TAKE IT HOME!*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 758538

**Summary:**

BAD ROTORS AFTER 12,000K, DEALER WILL NOT COVER. LOW IDLE AND ENGINE STUDDERING AT 400 RPM AFTER 2 PCM RECALLS FOR REPROGRAMING, DEALER CAN'T FIND PROBLEM WITH IDLE. PROBLEM WITH THE BAFFLES IN THE GAS TANK, YOU CAN FEEL THE FUEL MOVING AROUND WHEN YOU COME TO A STOP AT ABOUT 3/4 FULL TANK. CONDENSATION IN OIL FILLER CAP. SOUNDS LIKE I BOUGHT A 2000 DAKOTA. I'VE FOUND COUNTLESS ENTRIES OF THE SAME COMPLAINTS ON THE INTERNET. NHTS NEED TO GET ON CHRYSLER ABOUT THESE PROBLEMS BEFOR SOMEONE REALLY GETS HURT. SPECIALY THE PROBLEM WITH THE BRAKES. \*AK

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 757571

**Summary:**

I PURCHASED THE 2000 DODGE DAKOTA CLB. NEW. I NOTICED THE SHIMMY IN THE BRAKES WITH LESS THAN 5000 MILES.IT WAS NOT SO BAD AS TO AFFECT THE SAFETY OF THE VEHICLE AND IT WAS COVERED UNDER WARRANTY. AT 11,430 MILES THE DEALER TURNED THE FRONT ROTERS UPON MY INSTISTANCE THAT THE SHIMMY WAS A SAFETY PROBLEM.THEY DID NOT REPLACE THE ROTERS. AT 22,994 MILES I RETURNED THE TRUCK TO THE DEALER WITH THE SAME PROBLEM AS BEFORE. I WAS TOLD THAT THE FRONT ROTERS AS WELL AS THE REAR DRUMS NEEDED TO BE REPLACED, AND THESE ITEMS WERE NOT COVERED UNDER WARRENTY AFTER 12MONTHS OR 12000 MILES. THAT THEY WERE WEAR ITEMS THAT WERE OMITED FROM THE 36MONTH OR 36,000 MILE BUMPER TO BUMPER WARRENTY AS ADVERTISED WHEN I PURCHASED THE TRUCK. I WAS TOLD THAT EVEN THOUGH THE PROBLEM WAS A RECURRENCE OF A PREVIOUS PROBLEM. THE DEALERSHIP COULD NOT TREAT IT AS A WARRENTY PROBLEM AGAIN. I HAVE SPOKEN TO 3 OTHER ASE CERTIFIED MECHANICS THAT SAY THAT ROTERS AND DRUMS SHOULD NOT WARP IN SLICH A SHORT TIME AND THAT ROTERS AND DRUMS ARE NOT WEAR ITEMS, PADS AND SHOES, HOWEVER, ARE. I HAVE BEEN IN COMMUNICATION WITH SEVERAL OTHER 2000/2001 DODGE DAKOTA OWNERS AND 90% OF THEM HAVE HAD BRAKE PROBLEMS JUST LIKE ME. I AM SURE CHRYSLER/DODGE IS FULLY AWARE OF THE UNSAFE/ FAULTY BRAKE COMPONENTS THAT HAVE BEEN PLACED ON THEIR VEHICLES, BUT ARE NOT WILLING TO COME FORWARD AND RECALL THE INFERIOR PARTS WITHOUT BEING FORCED TO BY SOMEONE OTHER THAN THE CONSUMER. CHRYSLER HAS MODIFIED THE 2002 MODELS SO AS TO NOT HAVE THIS PROBLEM NOW. THE COST TO REPLACE THE FRONT ROTERS AND THE REAR DRUMS WAS \$544.00 QUOTED TO ME. I DO NOT BELIEVE THAT CONSUMERS SHOULD HAVE TO PAY FOR A MANUFACTURERS WILLFULL USE OF INFERIOR PARTS. THANK YOU FOR LOOKING INTO THIS UNETHICAL ACTION. LES MAXWELL.  
\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>757424</b>

**Summary:**

ROTORS REFACED BY DEALER AT 11848 MILES, WARPED AGAIN AND REPLACED AT 22946, WARPED AGAIN AT 33000 AND I'M NOW OUT OF WARRANTY. CONTINUOUS PROBLEM FROM DODGE DAKOTA'S. PLEASE PUSH FOR A RECALL SO ALL OF US CAN BE COMPENSATED. \*AKI

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>757400</b>

**Summary:**

THE FACTORY BRAKES WARP AND CAUSE EXCESSIVE SHAKING WHEN BRAKES ARE APPLIED. DEFECTIVE ROTORS. I'VE HEARD A LOT OF OTHER DODGE OWNERS ARE HAVING SIMILAR PROBLEMS, AND IT SEEMS PRETTY UNREASONABLE TO HAVE TO REPLACE MY ROTORS AND HUBS EVERY 5K-10K MILES. THE TRUCK IS GREAT, BUT THE BRAKES ARE POORLY ENGINEERED OR DESIGNED.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>757364</b>
<b>Summary:</b>	<b>FRONT BRAKE ROTORS WARPING EVERY 2000 MILES. *AK</b>

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## Complaints Summary

<b>Make:</b>	DODGE
<b>Model:</b>	DAKOTA
<b>Year:</b>	2000
<b>Complaint Number:</b>	756303

**Summary:**

ABOUT EVERY 12-15K MILES, THE ROTORS ON THE FRONT OF THE VEHICLE WARPED AND EITHER HAVE TO BE REPLACED OR TURNED. I HAVE NEVER HAD A VEHICLE THAT WARPED ROTERS...LET ALONE ONE THAT WARPS THEM SO OFTEN. THE MANUFACTURE SAYS IT'S NORMAL WEAR AND TEAR AND WILL NOT COVER IT. I HAVE SEEN SEVERAL PEOPLE COMPLAINING ABOUT THE SAME PROBLEM WITH THEIR TRUCK.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>756286</b>

**Summary:**

VEHICLE ACCELERATES TO 3800 RPM IN FIRST GEAR GOING DOWN HILL. VEHICLE DOES NOT SLOW WITH COMPRESSION UNTIL THIS POINT. MUST RIDE BRAKES TO SLOW. BRAKES GET HOT ROTOR WARPS. BRAKE FAILURE. MANUFACTURER WILL NOT ADDRESS; NOT WARRANTED EVEN WITH MAXICARE WARRANTY.\*AK

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## Complaints Summary

<b>Make:</b>	<b>DODGE</b>
<b>Model:</b>	<b>DAKOTA</b>
<b>Year:</b>	<b>2000</b>
<b>Complaint Number:</b>	<b>755753</b>
<b>Summary:</b>	<b>WARPED REAR BRAKE DRUMS. *AK</b>

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## Complaints Summary

**Make:** DODGE  
**Model:** DAKOTA  
**Year:** 2000  
**Complaint Number:** 755692

**Summary:**

FRONT BRAKE ROTORS HAVE BEEN WARPING SINCE THE VEHICLE WAS PURCHASED. FIRST REPORTED AT 8833 MILES. ROTORS WERE REPLACED. SECOND REPORT WAS AT 16157 MILES; ROTORS WERE REPLACED AGAIN. VEHICLE NOW HAS 20850 MILES AND BRAKES ARE PULSATING AGAIN. VEHICLE HAS BEEN TAKEN TO THREE DEALERS OVER THE PAST TWO YEARS. ALL THREE DEALERS HAVE BEEN RELUCTANT TO ADMIT THERE IS A MANUFACTURER'S PROBLEM WITH THE FRONT ROTORS. EACH HAS INDICATED THAT THE PROBLEM IS CAUSED BY "DRIVER HABITS". HOW CAN THREE SETS OF BRAKE ROTORS WARP IN LESS THAN 21,000 MILES?AK

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## Complaints Summary

<b>Make:</b>	DODGE
<b>Model:</b>	DAKOTA
<b>Year:</b>	2000
<b>Complaint Number:</b>	755669

**Summary:**

VEHICLE SHUDDERS ON BRAKING (VIOLENTLY ON HARD BRAKING), DEALER SAYS BOTH ROTORS NEEDED TO BE REPLACED ALTHOUGH THE ORIGINAL BRAKE PADS ARE STILL IN GOOD CONDITION. \*AK

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