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

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Date Received	Repository ☐
	Reference No. 10046214

OWNER INFORMATION (Type or Print)

Name	[redacted]	Daytime Telephone Number [redacted]	E-mail Address [redacted]
Address	[redacted]	Evening Telephone Number	
City BLOOMINGTON	State CA	Zip Code [redacted]	

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☒ NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner _____ Date / /

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
3B7KC23D1VH503082	DODGE	RAM	1997

Date Purchased	Dealer's Name and Telephone Number	Engine: No. Cylinders	Fuel Type:
MAY 1997	MOSS BROS. DODGE (909) 884 8255	6	DIESEL
Original Owner ☒	Dealer's City SAN BERNARDINO	State CA	Zip Code 92467

Transmission Type		Powertrain	Vehicle Component Code
MANUAL	☑ Antilock Brakes ☑ Cruise Control	MANUAL	092000 FUEL SYSTEM, OTHER:DELIVERY
			Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed	
JUNE 1998	24,000	N/A	IN-TANK FUEL GAUGE SENDING UNIT

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: DOTMALSABC035)	☐ Original Equipment ☐ Prior Repair	Failure Location:
Tire Component Code		Tire 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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☐ Yes ☒ No	☐ Yes ☒ No	0	0	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).

AFTER FILLING VEHICLE WITH FUEL THE FUEL GAUGE WILL READ EMPTY. THE FUEL-SENDING UNIT IS THE CAUSE OF IMPROPER FUEL GAUGE READING. *AK

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

POWER BOOSTER NEWS WINTER 2000 - 2001

Dr. Diesel

Answers Your Questions

email address: drdiesel@denly.cummins.com

Q: After reading the last issue of Power Booster News, I figured it was finally time to submit my own question. I own a '95 Cummins Dodge with automatic transmission. The truck had 35,000 miles when I bought it and now has 95,000. I change the oil and filter at 3-4,000 mile intervals and air filters approximately twice a year. I've had no problems with the engine. It starts immediately, idles smoothly, and I get a solid 21 MPG city or highway. I pull a 5,000 lb boat and get 17 MPG. Here's my problem: I cannot get the vehicle over 2,300 rpms. I've tried with and without the overdrive engaged and again right after an air filter change. Each time; no difference. The newsletter article stated for the 12 valve engine to run 1,700 to 2,000 for economy and 2,000 to 2,700 for performance. That seems reasonable, but it seems odd that I should not be able to hit red-line (3,000) under any conditions. Does this vehicle have a limiter on it? If not, what could my problem be? It should be noted that the performance has not deteriorated with age, it has run this way since I purchased the truck.

A: Great question. The P7100 Bosch pump on your unit is internally governed. Other than a faulty tach, two other possibilities exist: one is that the pump governor is set too low and not allowing the engine to rev to its potential. The other is that the throttle linkage is out of adjustment and not pushing the linkage to full rpm setting. I would manually move the throttle lever under the hood to full open position, and see if it revs to the governor setting. If it does, then it's the linkage. Have lubricant like on the throttle and switch to see if it hits the full throttle stop on the pump. If the engine doesn't rev when held to max fuel, the pump needs to be pulled and recalibrated.

Q: I have a '95 Allegro Bus with a C8.3 engine and am most interested in the RoadRelay. Is it compatible with my engine? If so, I plan on having Cummins Northwest in Renton, WA do the installation before our trip to Mexico.

A: We like the RoadRelay product. We think it is a great [illegible] Filters. Unfortunately, the 1998 C [illegible] engine and is unable to communicate with the RoadRelay. Only the 24-valve models of the B and C engines (ISB and ISC respectively) are compatible with this product.

Q: Last year I took my 24-valve Cummins Dodge to the dealership for a fuel leak. They said it was due to a part under recall and replaced it. Ever since that time my fuel mileage and power have been down slightly. They checked my computer and downloaded some new specs for the fuel consumption, but it didn't seem to change my mileage or horsepower. My truck now has 57,000 miles. Can you recommend how I might get my MPG and HP back up to what it was when my truck was new?

A: We've seen similar problems in Denver. SOMETIMES, the recall and update sent to the dealer is not properly [illegible]. We have reloaded the Cummins calibration into the Electronic Control Module (ECM) and have restored the MPG and power for the customer. See your local distributor and have them reload the calibrations.

Q: We own a 1998 Dodge 24-valve. Would you recommend using a 198 degree thermostat to increase MPG? Secondly, how do you rate the Banks Power Pack? And finally, what have you heard about the in tank fuel sensor on the Dodge pickups? We're on our third sensor.

A: Three good questions. Your stock thermostat should be fine. Cummins engineers have already changed the design twice, striving for perfection. I don't recommend the Pedal Pulser any other electronic upgrades being sold in the marketplace that are not approved by Cummins. These kits may over fuel the pump belief, causing it to be pressurized and fail. We just had a truck, with the Banks Power Pak, in our shop to change out the [illegible] fuel pump. The pump had failed and Dodge/Chrysler would not authorize warranty. They declared the failure was caused by the aftermarket kit. The only available approved by Cummins for the 24-valve [illegible] is the Denly Output ECM, and is sold by both Dodge and Cummins for trucks with manual transmissions. The [illegible] is an ongoing issue. Federal Mogul [illegible] for the fuel level sensor, is working with Dodge and a Booster Club Member to release a new and improved version. Most original sensors fail in 20 to 30,000 miles. The replacement has been no different and continues to fail. Some customers have cut a hole in the bed to allow them to change the sensor without having to drop the tank or the bed. Meanwhile, other manufacturers [illegible]. Stay tuned for an update on a true fix.

Q: I've been reading a lot about propane injection systems from Bully Dog and ATS. Both claim to increase power, and I've read that emissions and EGT are lower, and fuel efficiency is increased. I am concerned that there are problems caused by propane injection systems that are not advertised. Can the Cummins 24-valve ISB engine be safely outfitted with one of these systems?

A: Because [illegible] propane injection kits in the marketplace that are approved by Cummins or Chrysler, we are [illegible] question to know whether it can be safely added or not. Although [illegible] have natural gas and propane engines in the [illegible] application, they are spark ignited and run on either natural gas or propane, [illegible] diesel fuel is used. Engine manufacturers must be able to control the timing of the combustion event in order to control [illegible] cylinder pressures and maintain the required emission levels. With diesel fuel, the combustion is completed when fuel is injected into the cylinder by fuel injectors and the ECM. On natural gas or propane fueled engines, control of combustion is through the timing of the ignition spark. To prevent pre-ignition of the fuel, natural gas or propane engines have lower compression fuel pistons than diesel fueled engines. If you inject propane or any other combustible gas into the [illegible] of a diesel engine, you lose control of the [illegible] event and could possibly exceed design [illegible] and emission characteristics. Again, if [illegible] a modification that is not [illegible] Chrysler he or she is clearly [illegible] this point enough.