



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 100192

Date Received

Repository ☐

Reference No.

10000022

## OWNER INFORMATION (Type or Print)

Name **CARL SKINNER**

Address **P.O. BOX 3108**

City **CODY**

State **WY**

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? ☐ YES ☒ NO

In the absence of an authorized signature, NHTSA will accept your name or address to the vehicle manufacturer.

Signature of Owner

Date **7/12/04**

## VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of dashboard on driver's side

**JB7FL24W3LP031993**

Make

**DODGE**

Model

**RAM 50**

Model Year

**1990**

Date Purchased

**FEB. 1992**

Dealer's Name and Telephone Number

**Freemont Motors 307-587-6206**

Engine:

No. Cylinders

**4**

Fuel Type:

**unleaded**

Original Owner

Dealer's City

State

Zip Code

Transmission Type

**Manual  
5 Speed**

☐ Antilock Brakes

☐ Cruise Control

Powertrain

Vehicle Component Code

**060000 ENGINE AND ENGINE COOLING**

Multiple Failure: **1**

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

Incident Date(s)

**1996  
1997**

Failure Mileage

**62000**

Failure Speed

**Throttle Position Sensor  
Idle Speed Control Motor Position Sensor  
Engine Coolant Temperature Sensor**

## 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: DOTM18ABC038)

☐ 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

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

Number of Deaths

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).

**ENGINE GROUND WIRE WAS INSTALLED INCORRECTLY, CAUSING THE SENSORS TO BURN OUT. THE GROUND WIRE SHOULD BE MOUNTED ON THE ENGINE BLOCK. INSTEAD, IT WAS MOUNTED ON THE EXHAUST MANIFOLD. \*AK**

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

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-579) 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.

**Narrative Description of Problem(s), Failure(s), Crash(es), and Injury(ies)**

I took my truck to Freeman Motors and They Analyzed Two Bad Sensors. I Purchased the Sensors At \$350.00 And Replaced them. A year later I Jumped A Vehicle And I Now I damaged the Sensors again Because of the Symptoms. I Called Cheyker And A Technician Said If I was damaging sensors when I jumped A vehicle I had A Bad Engine Ground. I Check my Engine Ground And Noticed It WAS mounted to the EXHAUST MANIFOLD And IT WAS disintegrating And when I cleaned It It broke. I took It BACK to Freeman And the Service Tech Did Another test And found the Engine Coolant Temperature Sensor Bad And Replaced It for Free. That Still Didn't Fix The Problem. He did more

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department  
of Transportation

National Highway

Form 1

Rev. 10/90

Use 8325

**BUSINESS REPLY MAIL**

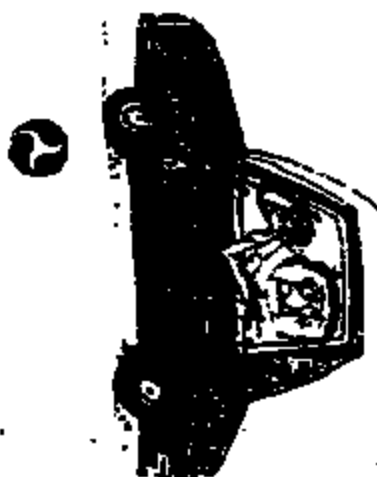
FIRST CLASS PERMIT NO 73175 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HIGHW. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Office of Defects Investigation, NVS-216  
400 7th Street, SW  
Washington, DC 20590



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



DOT Auto Safety Hotline  
(DASH) & DOT

**1-888-DASH-2-DOT**  
**1-888-327-4236**

**DASH2DOT**  
and dial toll free at

TO REPORT VEHICLE SAFETY DEFECTS  
COMPLETE THIS FORM  
OR

**DOT AUTO SAFETY HOTLINE**

**QUESTIONNAIRE**

**U.S.**

Continued From Form

Testing At no charge. He still couldn't get A Reading on the other Sensors, so He said Try To Bring It In When the Sensors act up then He might Be able to get A Reading.

The Problem doesn't happen All the time But When It does The vehicle stalls And I lose All Power And Have to Pull off The Road And wait till The Sensors Kick Back In. It Can happen At any speed But usually When I'm going 65 And There's A Semi Behind me.

I took it Back to Freemight Motors but the Tech had Quit And The Owner told me He wasn't obligated To do Anything for me.

They Rerouted The Engine Ground To The Block of the Engine for nothing And did Several computer diagnostics for Free. The Service Tech New If the Engine Ground would Have ~~been~~ Been mounted on the Block I wouldn't Have This Problem.

I tried to get Copies of  
The work they did Initially  
But they said they didn't Have  
any. And the Free work they  
didn't give me anything Because  
they didn't keep A record  
I still Have the two Sensors  
that were Bad.

# Chilton 20800 Ram 50/D50/Arrow

## 1979-93 ENGINE AND ENGINE OVERHAUL 3-15

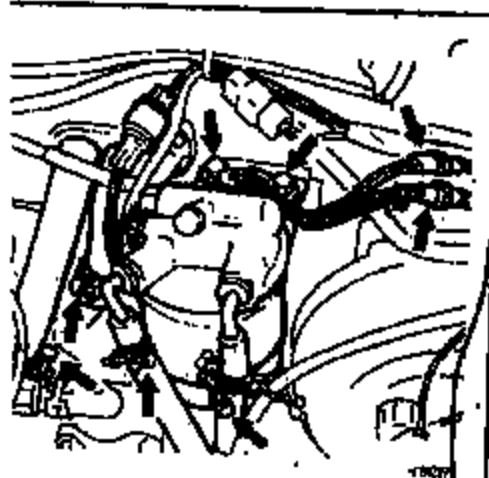


Fig. 1 Identify the engine, fuel hoses, fuel filter locations and

heater hoses.  
the accelerator and throttle cable.  
the fuel lines and disconnect the water level sensor

fuel filter.  
power steering oil pump, if so equipped. Secure the  
the inner fender well or frame, disconnecting if the  
necessary.  
the glow plug cable and unplug the gauge unit wiring

the engine ground strap.  
the starter motor wiring harness at the starter.  
clutch release (slave) cylinder from the bell housing.  
way with a piece of stiff wire or strong cord. It is  
save the fluid hose.  
the hoses to the engine oil cooler.  
the brake booster vacuum hose.  
the alternator wiring harness from the alternator. Label  
remove the alternator drive belt.  
equipment. remove the wiring to either the oil pres-  
pressure gauge sending unit.  
the radiator hoses from the engine and radiator.

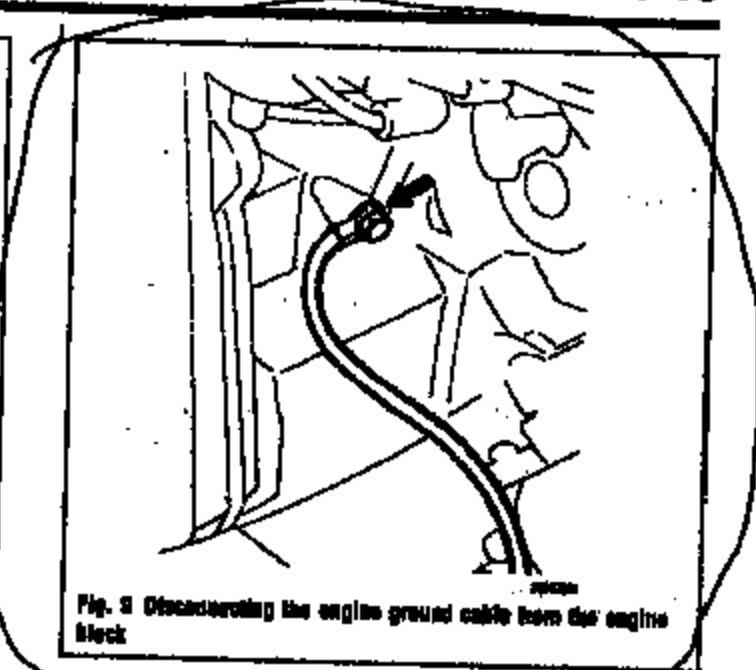
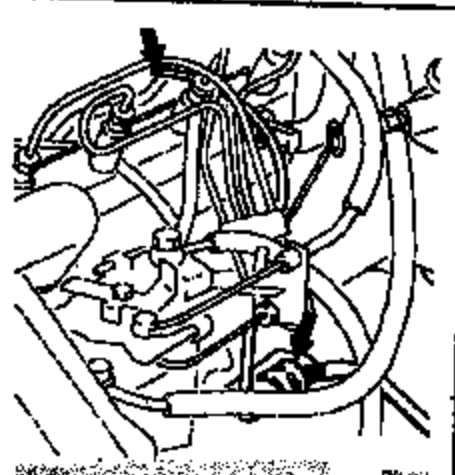


Fig. 2 Disconnecting the engine ground cable from the engine block

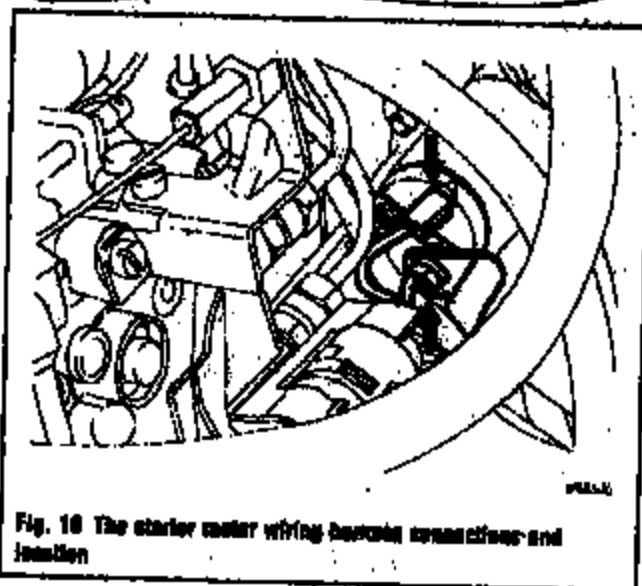


Fig. 10 The starter motor wiring harness connections and location

20. Remove the radiator assembly.
  21. Disconnect the exhaust pipe at the first joint under the truck. Support the remainder of the system with wire. Remove the bolts holding the front pipe to the turbocharger and remove the front pipe.
  22. Remove the undercovers. On 4-wheel drive vehicles, remove the protective skid plates under the engine and transfer case.
  23. Disconnect the speedometer cable from the transmission.
  24. Disconnect the reverse light switch at the transmission. If 4-wheel drive, disconnect the 4WD indicator switch harness also.
  25. Matchmark and remove the driveshafts:
    - a. Make mating marks on the flange yoke and differential companion flange.
- For 4-wheel drive models, before proceeding with the removal procedures, set the free-wheeling hubs to the unlocked position, and also set the transfer case gear shift lever to the 2H position.

## GROUND

Two types of grounds are used in automotive electric circuits. Direct ground components are grounded through their mounting points. All other components use some sort of ground wire which is attached to the body or chassis of the vehicle. The electrical current runs through the chassis of the vehicle and returns to the battery through the ground (-) cable; if you look, you'll see that the battery ground cable connects between the battery and the body or chassis of the vehicle.

It should be noted that a good percentage of electrical problems can be traced to bad grounds.

## PROTECTIVE DEVICES

It is possible for large surges of current to pass through the electrical system of your vehicle. If this surge of current were to reach the load in the circuit, it could burn it out or severely damage it. To prevent this, fuses, circuit breakers and/or fusible links are connected into the supply wires of the electrical system. These items are nothing more than a built-in weak spot in the system. When an abnormal amount of current flows through the system, these protective devices work as follows to protect the circuit:

- **Fuse**—when an excessive electrical current passes through a fuse, the fuse "blows" (the conductor melts) and opens the circuit, preventing the passage of current.
- **Circuit Breaker**—a circuit breaker is basically a self-repairing fuse. It will open the circuit in the same fashion as a fuse, but when the surge subsides, the circuit breaker can be reset and does not need replacement.
- **Fusible Link**—a fusible link (fuse link or main link) is a short

length of special, Hytahn high temperature insulated wire that acts as a fuse. When an excessive electrical current passes through a fusible link, the thin gauge wire inside the link melts, creating an intentional open to protect the circuit. To repair the circuit, the link must be replaced. Some newer type fusible links are housed in plug-in modules, which are simply replaced like a fuse, while older type fusible links must be cut and spliced if they melt. Since this link is very early in the electrical path, it's the first place to look if nothing on the vehicle works, but the battery seems to be charged and is properly connected.

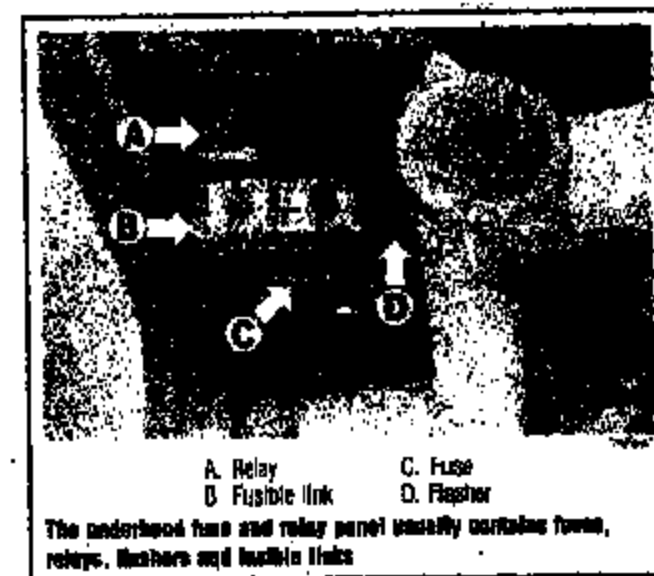
## CAUTION

Always replace fuses, circuit breakers and fusible links with identically rated components. Under no circumstances should a component of higher or lower amperage rating be substituted.

## SWITCHES AND RELAYS

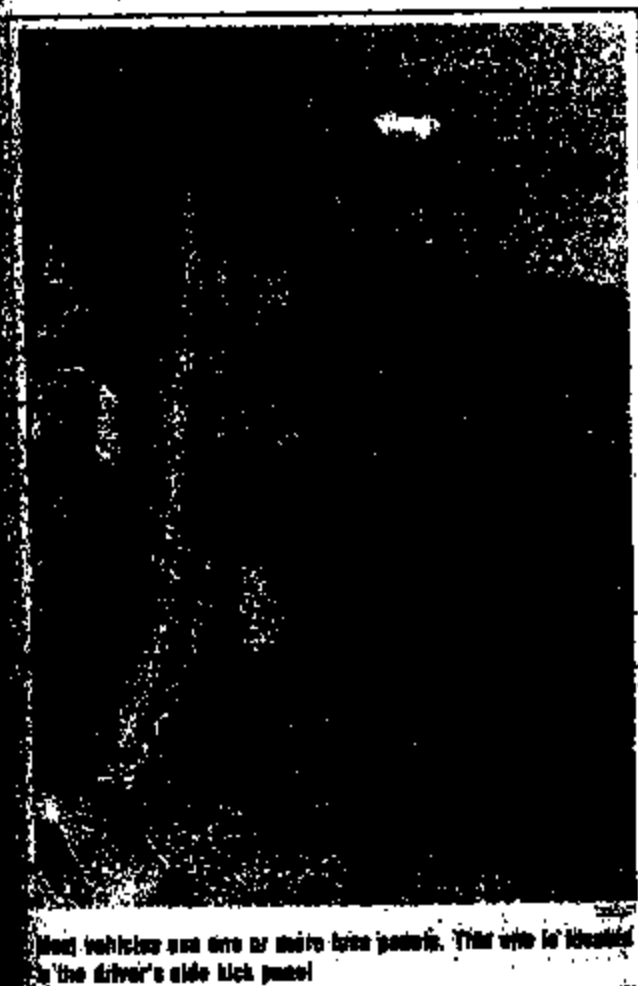
## See Figure 2

Switches are used in electrical circuits to control the passage of current. The most common use is to open and close circuits between the battery and the various electric devices in the system. Switches are rated according to the amount of amperage they can handle. If a sufficient amperage rated switch is not used in a circuit, the switch could overheat and cause damage.



Some electrical components which require a large amount of current to operate use a special switch called a relay. Since these circuits carry a large amount of current, the thickness of the wire in the circuit is also greater. If this large wire were connected from the load to the control switch on the dashboard, the switch would have to carry the high amperage load and the dash would be twice as large to accommodate the increased size of the wiring harness. To prevent these problems, a relay is used.

Relays are composed of a coil and a switch. These two components are linked together so that when one operates, the other operates at the same time. The large wires in the circuit are connected from the battery to one side of the relay switch and from the opposite side of the relay switch to the load. Most relays are normally open, preventing current from passing through the circuit. Additional, smaller wires are connected from the relay coil to the control switch for the circuit and from the opposite side of the relay coil to ground. When the control switch is turned on, it grounds the smaller wire to the relay coil, causing the coil to operate. The coil pulls the relay switch closed, sending power to the compo-



Most vehicles use one or more fuse panels. This one is located in the driver's side kick panel.