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INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

April 21, 2015

[REDACTED]
Columbus, GA [REDACTED]

NVS-216 nam
Ref. No. 10090033

Dear [REDACTED]

Thank you for your correspondence to President Obama concerning your model year (MY) 2004 Dodge Ram 1500 truck. Your letter was forwarded to the National Highway Traffic Safety Administration (NHTSA). I am pleased to respond.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair motor vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect trend may exist. We do not have authority to act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

You indicate that the rear axle broke in your MY 2004 Dodge Ram 1500 truck, which resulted in a crash. You reported the crash to NHTSA through our Vehicle Safety Hotline on October 15, 2004. In addition, you reported the crash to Chrysler. They sent a representative to inspect the vehicle, but they never provided you any information. You state that you recently re-contacted Chrysler because now there is a massive recall for rear axle problems, but instead they sent you a letter about your truck's air bags. You assert that Chrysler is trying to cover up the problem because the accident report clearly states that the crash was caused by the broken rear axle. You believe that this problem poses a safety risk and Chrysler is trying to hide the facts and proof from NHTSA.

We received your previous reports on October 15, 2004 and January 1, 2015, regarding your allegation that a broken rear axle caused you to crash your truck (Ref. No. 10090033 and No. 10669458, enclosed). Under our standard procedure, your information was reviewed and entered into our database. The massive rear axle recall you reference may be NHTSA Safety Recall

Campaign No. 14V-796, which Chrysler initiated on June 16, 2014 and expands on recalls 13V-038 and 12V-474 to include additional trucks. The recalls address rear axle pinion nut failures, but they only apply to certain MY 2005, and MY 2009 through MY 2012 Dodge Ram 1500 trucks. Your MY 2004 Dodge Ram 1500 truck is not included in the rear axle pinion nut recalls.

Based on your most recent report, we reviewed our database in an effort to identify whether a safety defect trend exists with regard to rear axle fractures in MY 2004 Dodge Ram 1500 trucks. At this time, there is insufficient evidence to warrant opening a safety defect investigation. The information you provided has been entered into our database. It will be considered with future reports to identify any safety defect trends that may require our attention. For your information, we enclose a brochure explaining NHTSA's investigation and recall process, which is also on our web site at www-odi.nhtsa.dot.gov/recalls/recallprocess.cfm.

Our vehicle identification number (VIN) VIN Look-Up Tool revealed that your truck is included in NHTSA Safety Recall Campaign No. 14V-770 (report enclosed). Chrysler sent you a notification to warn you of a safety defect that causes the driver's side front air bag to create excessive internal pressure and may cause the inflator to rupture upon deployment. Our report shows that you have not completed this recall on your truck. To protect yourself from the safety risk presented by this air bag defect, we recommend that you contact Chrysler or a local dealer to schedule an appointment to have the recall performed on your truck as soon as possible.

I hope this information is helpful. If you have any questions, please contact me or Mr. Frank S. Borris, Acting Associate Administrator for Enforcement, at (202) 493-2631.

Sincerely yours,



Daniel C. Smith
Senior Associate Administrator
for Vehicle Safety

Enclosures