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 100222

Date Received	Repository ☐
16-FEB-2005	Reference No. 27 10111531

OWNER INFORMATION (Type or Print)

Name		Daytime Telephone Number	E-mail Address
Address			
City CRESCENT	State OR	Zip [redacted]	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 a [redacted] your name or address to the vehicle manufacturer.
Signature of Own[redacted] Date 3/1/05

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
1D8HB58D04[redacted]	DODGE	DURANGO	2004

Date Purchased	Dealer's Name and Telephone Number			Engine: No. Cylinders	Fuel Type:
Original Owner ☒	Dealer's City	State	Zip Code		Gas

Transmission Type		Powertrain	Vehicle Component Code
AUTOMATIC	☒ Antilock Brakes ☒ Cruise Control	ALL WHEEL DRIVE 4 by 4	180000 VEHICLE SPEED CONTROL Multiple Failure: 6

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed	
13-DEC-2004	34		

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: DOTMA3ABC036)	☐ 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), Fire(s), Crash(es), and injury(ies).)

Crash	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☐ Yes ☒ No	☐ Yes ☒ No			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).

WHEN DRIVING DOWN A HILL VEHICLE SPEEDED UP, CAUSING THE RPMS TO GO UP TO 3500. CONSUMER HAD TO RIDE THE BRAKES CONTINUOUSLY. DEALER STATED THIS WAS A CHARACTERISTIC OF THE DODGE .*AK

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

Reguarding 2004 Dodge Durango with Hemi 5.7L engine
VIN: 1D8HB58D04F215934

going down hill, engine RPMs increase making vehicle go faster in gear than it should. Even faster than it would if you were coasting (in neutral).

EXAMPLE: On slight down hill slope, in low gear, running on compression (foot off accelerator) engine RPMs increase to 3500 RPMs 29 MPH.
Going down same hill with vehicle in neutral 20 MPH.
We took our 2003 GMC Envoy down the same hill and it went 12 MPH without hitting the brake.
On slick highways when icy or snowy it is very hard maintain speeds safe when going down hill as it will increase RPMs and speeds more than it should making it neccessary to ride the brakes continuously to maintain a safe speed.
Driving off highway on dirt roads down hill in 4wheel drive- low range- low gear it will also increase to higher RPMs and speed than it would in neutral. making it neccessary to ride the brake to maneuver over rocks and rough parts of the road, continuously riding the brakes. On terrain where you want to go slow down slope you can idle down at 2 mph but if you touch the gas to increase it will go to 1500 RPM and if you do not hit the brake it will not slow down , continuously increasing to 3500 RPM without touching the gas more. Making it a bad thing to either go 2 MPH down or ride the brakes to go any other speed. Again it goes faster in gear than it would in neutral. It is not exactly the same RPM each time but fluctuates a couple hundred RPM and if you do not stop it by hitting the brake it pulses up and down like you were tapping the gas slightly.
This is very hard to explain how hazzardous this can be. We will gladly demonstrate this to a safety person or anyone who needs to know or can help to document this problem anytime, on any hill.
We bought the vehicle at a dealership "Town and Country" out of Wilsonville, Oregon, that is over 200 miles away, knowing we could have it serviced at a dealership that is closer to our home. We have been having service done at "Thomas Sales and Service" in Bend, Oregon . We have taken it in on several occasions and have driven about 10 other Durangos and each one with the Hemi has the same difficulty with throttle. The non-hemi engines do not have this "Characteristic", but they do not have the transfer case to enable Low range gears.

Sincerly,

[redacted]