



U.S. Department  
of Transportation  
National Highway  
Traffic Safety  
Administration

Administrator

400 Seventh Street, S.W.  
Washington, D.C. 20590

APR 12 2005

The Honorable Rob Portman  
Member, U.S. House of Representatives  
8044 Montgomery Road, Suite 540  
Cincinnati, OH 45236

NVS-216 mco  
Ref. No. 10115529

Dear Congressman Portman:

Thank you for your facsimile dated March 9, 2005, on behalf of your constituent, [REDACTED] wrote concerning the problems he has encountered with his model year (MY) 1998 Plymouth Voyager minivan.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain serious safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns.

We greatly appreciate the report you provided on behalf of Mr. Jansa. Reports from motorists are a very important source of information for us. Each report is analyzed and entered into a database to help us determine whether an investigation into a possible safety defect or recall inadequacy is warranted.

On August 8, 2000, NHTSA's Office of Defects Investigation (ODI) opened a safety defect investigation (PE00-032) into reports alleging illumination of the air bag readiness indicator lamp in MY 1996 DaimlerChrysler Corporation (DaimlerChrysler) minivans. The investigation was centered on the clockspring assembly that is located in the steering column and contains the circuitry for the driver side air bag, horn and cruise control. On February 21, 2001, ODI upgraded that investigation to an engineering analysis (RA01-007) and redefined the scope of the investigation to include MY 1997 through 2000 DaimlerChrysler minivans. An engineering analysis is a more detailed and complete technical analysis of the character and scope of an alleged defect.

On November 4, 2002, DaimlerChrysler notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 02V-293, DaimlerChrysler recall No. B24) to remedy a defect determined to exist with the clockspring assembly in certain MY 1996 through 1998 DaimlerChrysler minivans, which included [REDACTED] 1998 Plymouth Voyager

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(VIN 2P4FP25B6W [REDACTED]). Subsequent to receiving notification from DaimlerChrysler that it would conduct a safety recall, ODI closed EA01-007 on November 22, 2002. DaimlerChrysler's records indicate that the corrective action on Mr. Janss' vehicle was performed on December 6, 2002.

We have reviewed our database in an effort to identify whether failures have occurred with the clockspring assembly after the corrective action of NHTSA recall campaign 02V-293 was performed. At this time, there is insufficient evidence to warrant opening an investigation into the adequacy of the recall remedy. In addition, we have reviewed our database to determine whether there are failures with the horn or cruise control that are not related to the clockspring assembly. We have not identified any patterns of failure for which an investigation is warranted at this time. The information you provided has been entered into our database. It will be considered with future reports to identify any trends that may require our attention.

I hope this information is helpful. If you have any questions, please have your staff contact Mr. Ronald L. Medford, Senior Associate Administrator for Vehicle Safety, at (202) 366-1810.

Sincerely yours,



For Jeffrey W. Runga, M.D.

cc: Washington Office

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**Original Signed By**

Jeffrey W. Runge, M.D.

cc: Washington Office

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