



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 100148

Date Received

Repository

27-JUN-2005

Reference No.  
10126679

**OWNER INFORMATION (Type or Print)**

Name [REDACTED]  
Address [REDACTED]  
City FORT COLLINS State CO Zip Code [REDACTED]

Daytime Telephone Number [REDACTED]

E-mail Address

Evening Telephone Number [REDACTED]

Do you authorize [REDACTED] the manufacturer of your vehicle?  YES  NO  
In the absence of [REDACTED] your name or address to the vehicle manufacturer.  
Signature of Owner [REDACTED] Date 6/11/05

**VEHICLE INFORMATION**

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: 1R4GPE4LWB [REDACTED]  
Make DODGE Model CARAVAN Model Year 1997  
Date Purchased 28-DEC-97 Dealer's Name and Telephone Number  
Engine: No: Cylinders Fuel Type: Gas  
Original Owner  Dealer's City State Zip Code  
Transmission Type AUTOMATIC  Antilock Brakes  Cruise Control Powertrain FRONT WHEEL DRIVE  
Vehicle Component Code 180000 VEHICLE SPEED CONTROL  
Multiple Failure: 3

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

Incident Date(s) 16-JUN-2005 Failure Mileage [REDACTED] Failure Speed [REDACTED]

**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: DOTM4L9ABC036)  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).

~~DT JUST BACK FROM A ROAD TRIP THE VEHICLE STARTED ACTING UP, IT WOULD KEEP SPEEDING LIKE IT WAS ACCELERATING ON ITS ON, HAD TO PULL OFF THE ROAD, TURN OFF THE ENGINE AND PHYSICALLY PUSH THE THROTTLE DOWN, IT'S LIKE IT GETS STUCK. IT WOULD DO THAT AFTER TURNING ON THE CRUISE CONTROL, AND EVEN AFTER TURNING IT OFF, IT STILL WOULD RUN AWAY. IT WOULD ONLY DO THIS DURING TIME PERIODS OF USING THE CRUISE CONTROL. DURING THAT PARTICULAR TRIP. THIS WOULD HAPPEN REGARDLESS IF THE CRUISE WAS OFF OR ON. HAD TO BRAKE VERY HARD IN ORDER TO GET THE VEHICLE TO SLOW DOWN TO PULL OFF. \*AK~~

*Please use attached statement, Thanks!*

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 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.

**Description of Problem:**

During my recent 4000 mile road trip, I noticed my car was starting to act oddly. Many times, I noticed that the car would stay at a fast speed, even highway speeds, for several minutes, even when I wasn't stepping on the accelerator. The catastrophic failure I experienced happened three times before I figured out how to avoid it. The catastrophic failures happened if I had used cruise control at any time since starting the car - even if the cruise control was currently turned off. The car would start to accelerate. Braking would keep it from continuing to speed up and even slow it down when the brakes were heavily applied. The only remedy was to turn off the ignition, stop the car, open the hood, and firmly press the throttle back down into place. The throttle would get stuck wide open. When we returned from our trip and had the problem repaired, the service technician was frightened when duplicating the problem, even though he knew what to expect and we had told him how to stop and restart the car. Apparently, a vacuum hose associated with the cruise control caused this problem. It was very frightening and could have had deadly consequences.

Thank you for taking the time to review this problem. Please call if you have additional questions.

██████████  
██████████

**THE ATTACHMENTS TO THIS  
DOCUMENT HAVE BEEN REMOVED  
TO PROTECT UNWARRANTED  
INVASION OF PERSONAL PRIVACY  
PURSUANT TO EXEMPTION 6 OF  
THE FREEDOM OF INFORMATION  
ACT (FOIA), 5 U.S.C. 552(b)(6).**