



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

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

September 20, 2005

The Honorable Peter T. King
Member, U.S. House of Representatives
1003 Park Boulevard
Massapequa Park, NY 11762

NVS-216 et
Ref. No. 10135660

Dear Congressman King:

Thank you for your correspondence dated August 9, 2005, on behalf of your constituents, Mr. and Mrs. [REDACTED] wrote concerning a problem they encountered with a model year (MY) 1995 Dodge Ram 1500 vehicle, which they purchased used on March 9, 2005. Your correspondence was received on September 6, 2005.

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. 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 may exist. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided on behalf of Mr. and Mrs. Martinez and the previous report they submitted while visiting NHTSA's Internet Web site on July 8, 2005. 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 is warranted.

Information submitted by vehicle owners using Vehicle Owner's Questionnaires (VOQs) is automatically entered into our complaint database, and data is then available to NHTSA's Office of Defects Investigation investigators for review and analysis to determine whether an investigation is warranted. Due to the volume of VOQs received and limited agency resources, NHTSA cannot respond to the submitters of these questionnaires. We apologize for any confusion this may have caused your constituents.



DOT AUTO SAFETY HOTLINE
888-DASH-2-DOT
888-327-4236

The Honorable Peter T. King

With respect to the history of the safety defect that reportedly resulted in a passenger compartment fire in your constituents' vehicle, NHTSA's Office of Defects Investigation (ODI) opened a preliminary evaluation investigation (PE99-031) into reports alleging fire, melting, and/or smoke in the vicinity of the ignition switch in MY 1994 through 1996 Dodge Ram vehicles. On September 10, 1999, ODI upgraded PE99-031 to an engineering analysis investigation (EA99-027). An engineering analysis investigation is a more detailed and complete technical analysis of the character and scope of an alleged defect. On May 10, 2000, DaimlerChrysler Corporation (DaimlerChrysler) notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 00V-135) of certain MY 1994 through 1996 Dodge Ram vehicles for a defect determined to exist in the ignition switch and wiring, which could overheat under certain operating conditions. On May 30, 2000, ODI closed EA99-027. For your information, we are enclosing a copy of the opening resume for PE99-031, the closing resume for PE99-031, the opening resume for EA99-027, a copy of DaimlerChrysler's letter dated May 10, 2000, the summary for 00V-135, and the closing resume for EA99-027.

With respect to the steering column fire your constituents reported involving the MY 1995 Dodge Ram 1500 they recently purchased as a used vehicle, Title 49 United States Code Chapter 301 - Motor Vehicle Safety, Section 30120(i)(1) establishes a dealership's responsibility to perform the safety-related corrective action for a recall or noncompliance on new motor vehicles or new items of replacement equipment prior to the sale or lease of such a product. However, this requirement only pertains to the sale of new motor vehicles and new items of motor vehicle equipment and does not contain a provision requiring dealerships to perform the safety-related corrective action for a recall or noncompliance on used motor vehicles or used items of replacement equipment in a dealer's possession before delivery under sale or lease.

We sympathize with your constituents' request for compensation for damages sustained as a result of a defective component that was not repaired under the safety recall. However our authorizing statute does not require manufacturers to reimburse vehicle owners for any damages caused by a safety defect that was not remedied. If Mr. and Mrs. [REDACTED] have not done so, they may consider contacting their local Consumer Protection Agency, Better Business Bureau, or the New York State Office of the Attorney General regarding their request. Additionally, they may consider seeking counsel from a private attorney of their choosing who could advise them on an appropriate course of action.

Page 3

The Honorable Peter T. King

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

Sincerely yours,

A handwritten signature in black ink, appearing to read "Michael Harrington". The signature is written in a cursive, slightly slanted style.

Michael W. Harrington
Director of External Affairs

Enclosures

cc: Washington Office

SEP 20 2005

The Honorable Peter T. King
Member, U.S. House of Representatives
1003 Park Boulevard
Massapequa Park, NY 11762

NVS-216 et
Ref. No. 10135660

Dear Congressman King:

Thank you for your correspondence dated August 9, 2005, on behalf of your constituents, Mr. and Mrs. [REDACTED] who wrote concerning a problem they encountered with a model year (MY) 1995 Dodge Ram 1500 vehicle, which they purchased used on March 9, 2005. Your correspondence was received on September 6, 2005.

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. 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 may exist. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided on behalf of Mr. and Mrs. [REDACTED] and the previous report they submitted while visiting NHTSA's Internet Web site on July 8, 2005. 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 is warranted.

Information submitted by vehicle owners using Vehicle Owner's Questionnaires (VOQs) is automatically entered into our complaint database, and data is then available to NHTSA's Office of Defects Investigation investigators for review and analysis to determine whether an investigation is warranted. Due to the volume of VOQs received and limited agency resources, NHTSA cannot respond to the submitters of these questionnaires. We apologize for any confusion this may have caused your constituents.

The Honorable Peter T. King

With respect to the history of the safety defect that reportedly resulted in a passenger compartment fire in your constituents' vehicle, NHTSA's Office of Defects Investigation (ODI) opened a preliminary evaluation investigation (PE99-031) into reports alleging fire, melting, and/or smoke in the vicinity of the ignition switch in MY 1994 through 1996 Dodge Ram vehicles. On September 10, 1999, ODI upgraded PE99-031 to an engineering analysis investigation (EA99-027). An engineering analysis investigation is a more detailed and complete technical analysis of the character and scope of an alleged defect. On May 10, 2000, DaimlerChrysler Corporation (DaimlerChrysler) notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 00V-135) of certain MY 1994 through 1996 Dodge Ram vehicles for a defect determined to exist in the ignition switch and wiring, which could overheat under certain operating conditions. On May 30, 2000, ODI closed EA99-027. For your information, we are enclosing a copy of the opening resume for PE99-031, the closing resume for PE99-031, the opening resume for EA99-027, a copy of DaimlerChrysler's letter dated May 10, 2000, the summary for 00V-135, and the closing resume for EA99-027.

With respect to the steering column fire your constituents reported involving the MY 1995 Dodge Ram 1500 they recently purchased as a used vehicle, Title 49 United States Code Chapter 301 - Motor Vehicle Safety, Section 30120(i)(1) establishes a dealership's responsibility to perform the safety-related corrective action for a recall or noncompliance on new motor vehicles or new items of replacement equipment prior to the sale or lease of such a product. However, this requirement only pertains to the sale of new motor vehicles and new items of motor vehicle equipment and does not contain a provision requiring dealerships to perform the safety-related corrective action for a recall or noncompliance on used motor vehicles or used items of replacement equipment in a dealer's possession before delivery under sale or lease.

We sympathize with your constituents' request for compensation for damages sustained as a result of a defective component that was not repaired under the safety recall. However our authorizing statute does not require manufacturers to reimburse vehicle owners for any damages caused by a safety defect that was not remedied. If Mr. and Mrs. [REDACTED] have not done so, they may consider contacting their local Consumer Protection Agency, Better Business Bureau, or the New York State Office of the Attorney General regarding their request. Additionally, they may consider seeking counsel from a private attorney of their choosing who could advise them on an appropriate course of action.

Page 3
The Honorable Peter T. King

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

Sincerely yours,

Original Signed By

Michael W. Harrington
Director of External Affairs

Enclosures

cc: Washington Office

NHTSA: NVS-210: Congressional Response

NVS-216: et x65230

DOT/INo. 2005-5175

NHTSA Control No. ES05-007360

ODI Control No. 10135660

Draft: et 09/09/05

Revised: mjj 09/13/05

Final: mjj 09/14/05

cc:

I10, I20

NEC-110, NIA-110, NOA-010

NVS-010, NVS-200, NVS-216

Subject/Chron/Optical Disk/CRD

I:\Congress FY2005\10135660

SEP 20 2005

The Honorable Peter T. King
Member, U.S. House of Representatives
1003 Park Boulevard
Massapequa Park, NY 11762

NVS-216 et
Ref. No. 10135660

Dear Congressman King:

Thank you for your correspondence dated August 9, 2005, on behalf of your constituents, Mr. and Mrs. [REDACTED] wrote concerning a problem they encountered with a model year (MY) 1995 Dodge Ram 1500 vehicle, which they purchased used on March 9, 2005. Your correspondence was received on September 6, 2005.

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. 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 may exist. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided on behalf of Mr. and Mrs. [REDACTED] and the previous report they submitted while visiting NHTSA's Internet Web site on July 8, 2005. 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 is warranted.

Information submitted by vehicle owners using Vehicle Owner's Questionnaires (VOQs) is automatically entered into our complaint database, and data is then available to NHTSA's Office of Defects Investigation investigators for review and analysis to determine whether an investigation is warranted. Due to the volume of VOQs received and limited agency resources, NHTSA cannot respond to the submitters of these questionnaires. We apologize for any confusion this may have caused your constituents.

Handwritten: 09-14-05

CONCERN
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE

The Honorable Peter T. King

With respect to the history of the safety defect that reportedly resulted in a passenger compartment fire in your constituents' vehicle, NHTSA's Office of Defects Investigation (ODI) opened a preliminary evaluation investigation (PE99-031) into reports alleging fire, melting, and/or smoke in the vicinity of the ignition switch in MY 1994 through 1996 Dodge Ram vehicles. On September 10, 1999, ODI upgraded PE99-031 to an engineering analysis investigation (EA99-027). An engineering analysis investigation is a more detailed and complete technical analysis of the character and scope of an alleged defect. On May 10, 2000, DaimlerChrysler Corporation (DaimlerChrysler) notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 00V-135) of certain MY 1994 through 1996 Dodge Ram vehicles for a defect determined to exist in the ignition switch and wiring, which could overheat under certain operating conditions. On May 30, 2000, ODI closed EA99-027. For your information, we are enclosing a copy of the opening resume for PE99-031, the closing resume for PE99-031, the opening resume for EA99-027, a copy of DaimlerChrysler's letter dated May 10, 2000, the summary for 00V-135, and the closing resume for EA99-027.

With respect to the steering column fire your constituents reported involving the MY 1995 Dodge Ram 1500 they recently purchased as a used vehicle, Title 49 United States Code Chapter 301 - Motor Vehicle Safety, Section 30120(i)(1) establishes a dealership's responsibility to perform the safety-related corrective action for a recall or noncompliance on new motor vehicles or new items of replacement equipment prior to the sale or lease of such a product. However, this requirement only pertains to the sale of new motor vehicles and new items of motor vehicle equipment and does not contain a provision requiring dealerships to perform the safety-related corrective action for a recall or noncompliance on used motor vehicles or used items of replacement equipment in a dealer's possession before delivery under sale or lease.

We sympathize with your constituents' request for compensation for damages sustained as a result of a defective component that was not repaired under the safety recall. However our authorizing statute does not require manufacturers to reimburse vehicle owners for any damages caused by a safety defect that was not remedied. If Mr. and Mrs. [REDACTED] have not done so, they may consider contacting their local Consumer Protection Agency, Better Business Bureau, or the New York State Office of the Attorney General regarding their request. Additionally, they may consider seeking counsel from a private attorney of their choosing who could advise them on an appropriate course of action.

Page 3

The Honorable Peter T. King

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

Sincerely yours,

Original Signed By

Michael W. Harrington
Director of External Affairs

Enclosures

cc: Washington Office

NHTSA: NVS-210: Congressional Response

NVS-216: et x65230

DOT/I No. 2005-5175

NHTSA Control No. ES05-007360

ODI Control No. 10135660

Draft: et 09/09/05

Revised: mjj 09/13/05

Final: mjj 09/14/05

cc:

I10, I20

NEC-110, NIA-110, NOA-010

NVS-010, NVS-200, NVS-216

Subject/Chron/Optical Disk/CRD

I:\Congress FY2005\10135660