

[REDACTED]
Westmoreland, NH [REDACTED]
January 3, 2006

2006 JAN 23 PM 12: 28

RECEIVED
NVS-215

2006 JAN 11 A 9:18

U.S.DOT
NHTSA
400 Seventh Street, SW
Washington, DC 20590

*Add to
10138246*

OFFICE OF
DEFECTS INVESTIGATION

Dear [REDACTED]

I recently filed a complaint with your department regarding Cummins ISB diesel engines. I experienced catastrophic failure of this engine in my 1998 Dodge 3500 truck at 70 MPH. To put it succinctly, I could have been killed. The details of my experience can be found in the complaint, ODI Number 10138246.

I have since gathered correspondence between Cummins, Inc and your office relative to your investigation and the manufacturer's subsequent limited recall. After the experience I had, I find it unconscionable that the NHTSA would allow literally hundreds of thousands of these defective vehicles remain on our nation's highways, endangering unsuspecting drivers and pedestrians.

Does the NHTSA believe in its credo 'People Saving People' or is it necessary for someone to be seriously injured or die in order for action to be taken on this blatantly defective engine? I am also more than surprised that the NHTSA allowed Cummins to conduct their own testing and result analysis on this engine. I ask you, as the Chief of Recall Management Division, is it standard operating procedure for the Office of Defects Investigation to allow those being investigated to investigate themselves?

The filing of a complaint with your office has yielded me a printout of recalls on this engine (the 'limited recall' glaringly absent) and a boiler plate cover letter. How does your office not see this 'voluntary limited recall' as a blatant admission of defective equipment and an attempt to limit the manufacturer's liability exposure? There are now thousands of drivers operating this engine who have no idea of its potential for failure and the resultant dire outcome of such.

I would be more than happy to discuss my vehicle's failure with you if you would like more details.

I will await your response to this life safety concern.

Sincerely,
[REDACTED]
[REDACTED]

*John Pearson
1/24/06*



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

30-SEP-2005

Repository ☐

Reference No.
10138246

OWNER INFORMATION (Type or Print)

Name

Address

City

WESTMORELAND

State

NH

Zip Code

Daytime Telephone Number

E-mail Address

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 an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date _____

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

1B7MF3

Make

DODGE

Model

3500

Model Year

1998

Date Purchased

Dealer's Name and Telephone Number

Engine:

No: Cylinders 5

Fuel Type:

Diesel

Original Owner

☐

Dealer's City

State

Zip Code

Transmission Type

AUTOMATIC

☒ Antilock Brakes

☒ Cruise Control

Powertrain

4 WHEEL DRIVE

Vehicle Component Code

080000 FUEL SYSTEM, DIESEL

Multiple Failure: 2

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

13-SEP-2005

Failure Mileage

153000

Failure Speed

70

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: DOTM19ABC036)

☐ 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), condition(s), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

0

Number of Deaths

0

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).

MY VEHICLE COMPLETELY STALLED AND LOST POWER AT 70 MPH LEAVING ME WITH NO POWER STEERING OR POWER BRAKES. I WAS BARELY ABLE TO FORCE THE VEHICLE INTO THE BREAKDOWN LANE.

I BROUGHT IT TO A DODGE DEALER WHERE IT COST ME \$3,700. FOR AN ECM COMPUTER AND INJECTOR PUMP FOR THIS DIESEL ENGINE. EIGHT MONTHS PREVIOUS I HAD REPLACED THE LIFT PUMP AT A COST OF OVER \$800.

I NOW UNDERSTAND THAT THE NHTSA HAS EARLIER INVESTIGATED THIS DIESEL ENGINE AND FOUND NO 'SAFETY' PROBLEM RELATING TO THIS FAILURE. I FURTHER UNDERSTAND THAT THERE WAS A 'LIMITED' RECALL PERFORMED BY CUMMINS, THE ENGINE MANUFACTURER, WHICH ONLY INCLUDED SCHOOL BUSES AND EMERGENCY VEHICLES AS WELL AS FOR THEIR BIG CUSTOMERS, UPS AND FEDEX.

IS THERE NO CONSIDERATION OF THE INDIVIDUAL OWNER'S SAFETY? BY MY RESEARCH THERE ARE 350,000 OF THESE VEHICLES STILL ON THE ROAD (122,000 WERE REPAIRED UNDER WARRANTY IN A DODGE 'FIX-IF-FAIL' PROGRAM) WITH POTENTIALLY CATASTROPHIC SAFETY DEF

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-509) 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 to 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.