



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

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

October 24, 2005

The Honorable Elizabeth Dole
United States Senator

NVS-216 aae
Ref. No. 10139888

Raleigh, NC

Dear Senator Dole:

Thank you for your correspondence dated September 29, 2005, on behalf of your constituent, [REDACTED] wrote concerning the problems he has encountered with his model year (MY) 1997 Dodge Ram 1500 vehicle. Your correspondence was received on October 6, 2005.

We appreciate the report you provided on behalf of [REDACTED]. 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 January 14, 1998, the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) opened a preliminary evaluation investigation (PE98-002) into reports alleging failure of the headlight switch in MY 1994 and 1995 Dodge Ram vehicles. On May 8, 1998, ODI upgraded PE98-002 to an engineering analysis investigation (EA98-010) and redefined the scope of the investigation to include MY 1994 through 1997 Dodge Ram vehicles. On February 4, 1999, DaimlerChrysler Corporation (DaimlerChrysler) notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 99V-024) of MY 1994 through 1997 Dodge Ram 3500 vehicles to remedy a defect determined to exist in the headlight assembly. Additionally, DaimlerChrysler notified NHTSA that it would conduct a separate owner notification program to notify owners of MY 1994 through 1997 Dodge Ram 1500 and 2500 vehicles about the proper methods for installing aftermarket lighting equipment in their vehicles. On December 10, 1999, ODI closed EA98-010. For your information, we are enclosing a copy of DaimlerChrysler's letter dated February 4, 1999, the summary for NHTSA Campaign No. 99V-024, and the closing resume and engineering report for EA98-010.

ODI has reviewed its database in an effort to identify whether a safety defect trend exists with regard to problems associated with the exterior lighting and electrical systems in MY 1994 through 1997 Dodge Ram 1500 and 2500 vehicles. At this time, there is insufficient evidence to warrant revisiting this issue. The information you provided on behalf of [REDACTED] has been



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

8/114

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entered into our database. ODI will continue to monitor this issue and take future action as appropriate.

We sympathize with [REDACTED] concerning the paint problem he reported; however, this does not constitute a safety defect within the meaning of our authorizing statute. If [REDACTED] has not done so, he may consider contacting the Federal Trade Commission (FTC). The FTC has jurisdiction over non-safety defects, paint, fraud or deception, warranty and dealership problems, remuneration matters, and fair trade practices. There are three ways that [REDACTED] can contact the FTC: by toll free telephone at 1-877-FTC-HELP (1-877-382-4357); by mail at Federal Trade Commission, CRC-240, Washington, DC 20580; and by using their Internet complaint form at <http://www.ftc.gov/ftc/complaint.htm>.

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,


Michael W. Harrington
Director of External Affairs

Enclosures

cc: Washington Office

OCT 24 2005

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United States Senator
310 New Bern Avenue, Suite 122
Raleigh, NC 27601

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Sincerely yours,

Original Signed By

Michael W. Harrington
Director of External Affairs

Enclosures

cc: Washington Office

NHTSA: NVS-210: Congressional Response

NVS-216: aalonso ext:6-6903

NHTSA Control No. ES05-008114

ODI Control No. 10139888

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cc:

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NEC-110, NIA-110, NOA-02

NVS-010, NVS-200, NVS-216

Subject/Chron/Optical Disk/CRD

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