



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

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

JUN 29 2006

[REDACTED]
Hemet, CA [REDACTED]

NVS-216 aac
Ref. No. 10157337

Dear [REDACTED]

Thank you for your correspondence dated March 21, 2006, concerning your 1990 Chrysler New Yorker vehicle. The California Department of Consumer Affairs forwarded your correspondence to the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation. It was received on May 4, 2006. We regret any inconvenience our delay in responding may have caused you.

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 this and the previous report you provided. 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.

The agency has received a wide variety of complaints on anti-lock brake systems (ABS) which fall under the very broad category of "poor brake performance." Typical of many brake complaints, the failure mode is difficult to quantify in that many problems are intermittent and cannot be readily duplicated, thus making it difficult to determine exactly what type of failure may be occurring. Your ABS problem, along with other complaints in our database, has been reviewed and no unique failure mode was identified. Therefore, there is insufficient basis to initiate a safety-defect investigation at this time. However, the information you provided has been entered into our database. It will be considered with future reports to identify any safety defect trends that may require the initiation of a safety defect investigation.

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