



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
15-APR-2008
-2 PM 12:38

Repository
Reference No.
10224625

OWNER INFORMATION (Type or Print)

Name [REDACTED]
Address [REDACTED]
City WIRTZ State VA Zip Code [REDACTED]

Daytime Telephone Number [REDACTED] E-mail Address [REDACTED]
Evening Telephone Number [REDACTED]

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: 4S2DM58W92 [REDACTED]
Make ISUZU Model RODEO SPORTS Model Year 2002
Date Purchased 01-JAN-05 Dealer's Name and Telephone Number _____ Engine: No: Cylinders 6 Fuel Type: Gas
Original Owner Dealer's City _____ State _____ Zip Code _____
Transmission Type AUTOMATIC Antilock Brakes Powertrain 4 WHEEL DRIVE Vehicle Component Code 060000 ENGINE AND ENGINE COOLING
 Cruise Control Multiple Failure: 2

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 03-JAN-2007 Failure Mileage 70306 Failure Speed _____

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: DOTM1A9ABC036) 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 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).

TL*THE CONTACT OWNS A 2002 ISUZU RODEO SPORTS. WHILE MERGING INTO TRAFFIC AT ANY SPEED, THE VEHICLE SHUT DOWN ON SEVERAL OCCASIONS. THE CRUISE CONTROL LIGHT WAS CONSTANTLY ILLUMINATED. THE VEHICLE WAS TAKEN TO AN AUTO GARAGE FOR A DIAGNOSIS, BUT THE CAUSE OF THE FAILURE COULD NOT BE DETERMINED. THE AUTO GARAGE INFORMATION WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 70,306 AND CURRENT MILEAGE WAS 71,000.

THE CRUISE CONTROL & CHECK ENGINE LIGHT WILL COME ON AT THE SAME TIME CAUSING THE VEHICLE TO JERK. THE MANG. AT GARAGE HOOLED OFFICE TO DETERMINE PROBLEM NOTHING WOULD SHOW. MANG. STATED THERE IS A BULLETIN OUT FOR THIS PROBLEM & IT IS IN THE WIRING. FORD HAD A RECALL ON THE SAME ISSUE BECAUSE IT WOULD START A FIRE SENDIN COPY VEHICLE WILL SHUT OFF WHILE RUNNING. I HAVE TO COME AGAIN [REDACTED]

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.

Vehicle: All Technical Service Bulletins Electrical - Inspect Connectors for Various Malfunctions

Information IB05-04-S005

Inspection Of All Related Wiring Harness Connections
When Diagnosing Miscellaneous DTC's, Intermittent
Driveability Concerns, Hard Start, No Start, Incorrect
Gauges, Inoperative Air Conditioning Systems, Service
Engine Soon Lamps Illuminated, 4WD Lamp Illuminated,
Instrument Panel Gauges Inoperative, Cruise Inoperative

ISSUE DATE: SEPTEMBER 22, 2005

Affected Vehicles

All Isuzu Vehicles

Service Information

When servicing a vehicle for any type of customer concern, the following steps are imperative. Inspect and ensure the integrity of all related wiring harness connectors. If the wiring harness connectors are not properly put together or engaged before they are locked together, numerous types of intermittent conditions may occur, which may include any of the symptoms listed above and possibly others.

The first step in any type of electrical diagnosis is a visual and physical inspection of the wiring harness connectors for integrity. Many times, the vehicle may be repaired just by disconnecting and reconnecting the connectors. As with all repairs to wiring harness connectors and terminals, a pull test of the terminals within the connector should be performed. A pull test is performed by inserting the proper size terminal test tool (not a paper clip) into the terminal to determine whether or not the terminal is making good contact, or whether the terminal has been damaged from the prior improper connection or lack of connection.

NOTE:

Most terminals used in current module connectors (ECM, BCM, and the like) are small 0-64 mm sq terminals and can be damaged by probing with the wrong tool

For example, if the Connector C2 of the engine wiring harness to the Powertrain Control Module (PCM) is not properly seated into the PCM:

- ^ The cam lock lever may close improperly.
- ^ The cam lock lever may even snap out of position.
- ^ The vehicle may have an intermittent condition with any one of the components which are controlled or monitored by the PCM.

THE CAM LOCK LEVER IS DESIGNED TO PULL (OR ASSIST) THE CONNECTOR INTO ITS FINAL POSITION ONCE IT HAS BEEN PRESSED STRAIGHT INTO THE PCM HEADER PAST THE INITIAL DETENT, ALLOWING THE LEVER TO BE MOVED INTO THE LOCKED POSITION. It is not only a retainer but an assist during the connection process. When the wiring harness connector is properly connected to the PCM, a snap will be heard when the connector is in position to be fully seated. The cam lock lever may then be closed. The cam lock lever will then do its designated job as both an assist and ensuring the connector does not come apart due to vibration or other types of conditions found in vehicles as they travel down the highway.

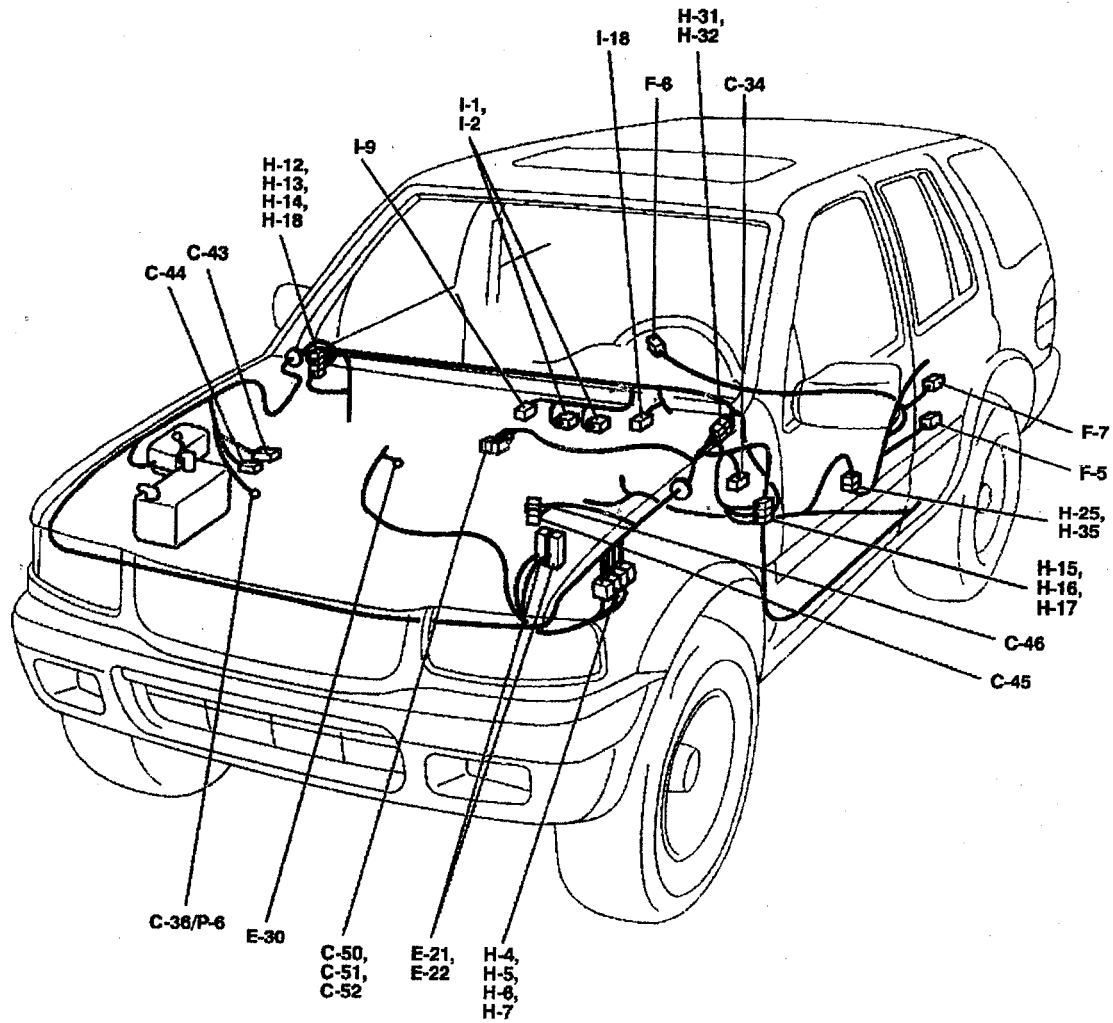
Remember, if a terminal (metal) or the connector (plastic) is damaged, they should be replaced. DO NOT replace the complete wiring harness assembly. Some harnesses are now on order restriction since most harness damage can be repaired.

Replacement Terminals can be found in the J 38125 Terminal Repair Kit, which is available through Kent Moore at 1-800-654-6333.

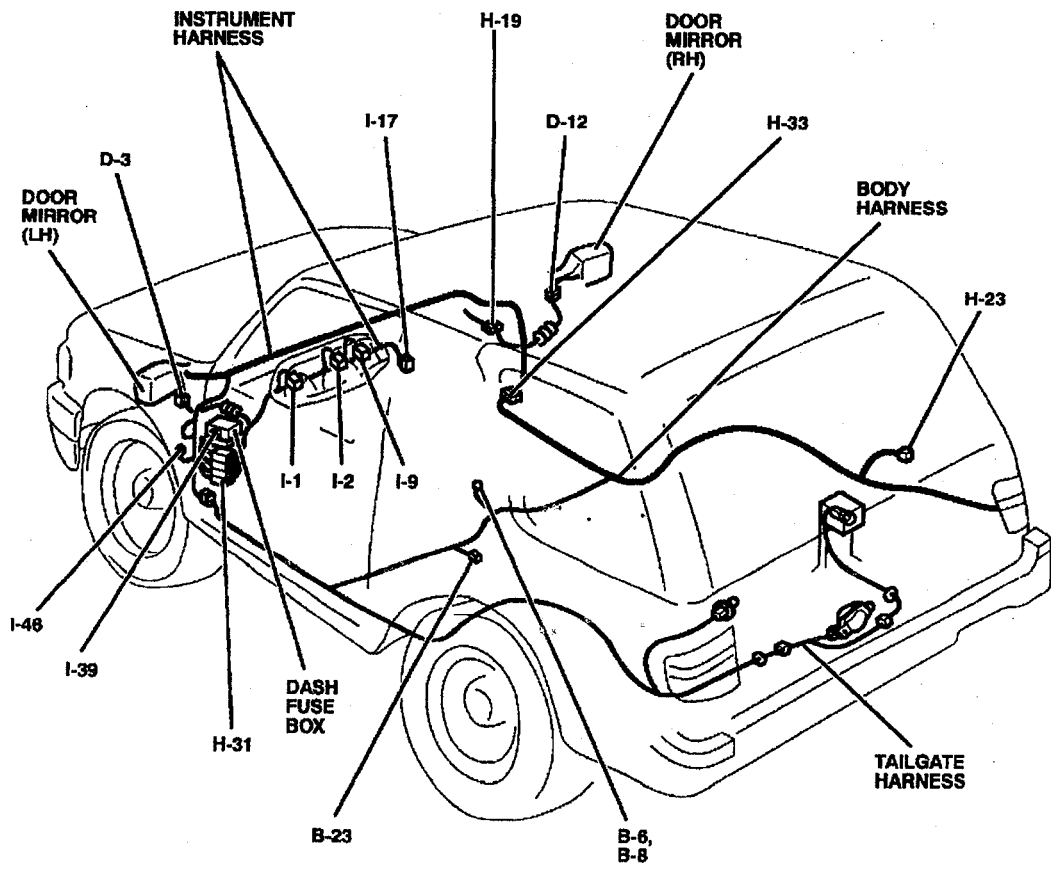
This Service Bulletin is intended for use by professional, qualified technicians. Attempting repairs or service without the appropriate training, tools, and equipment could cause injury to you or others and damage to your vehicle that may cause it not to operate properly.

Disclaimer

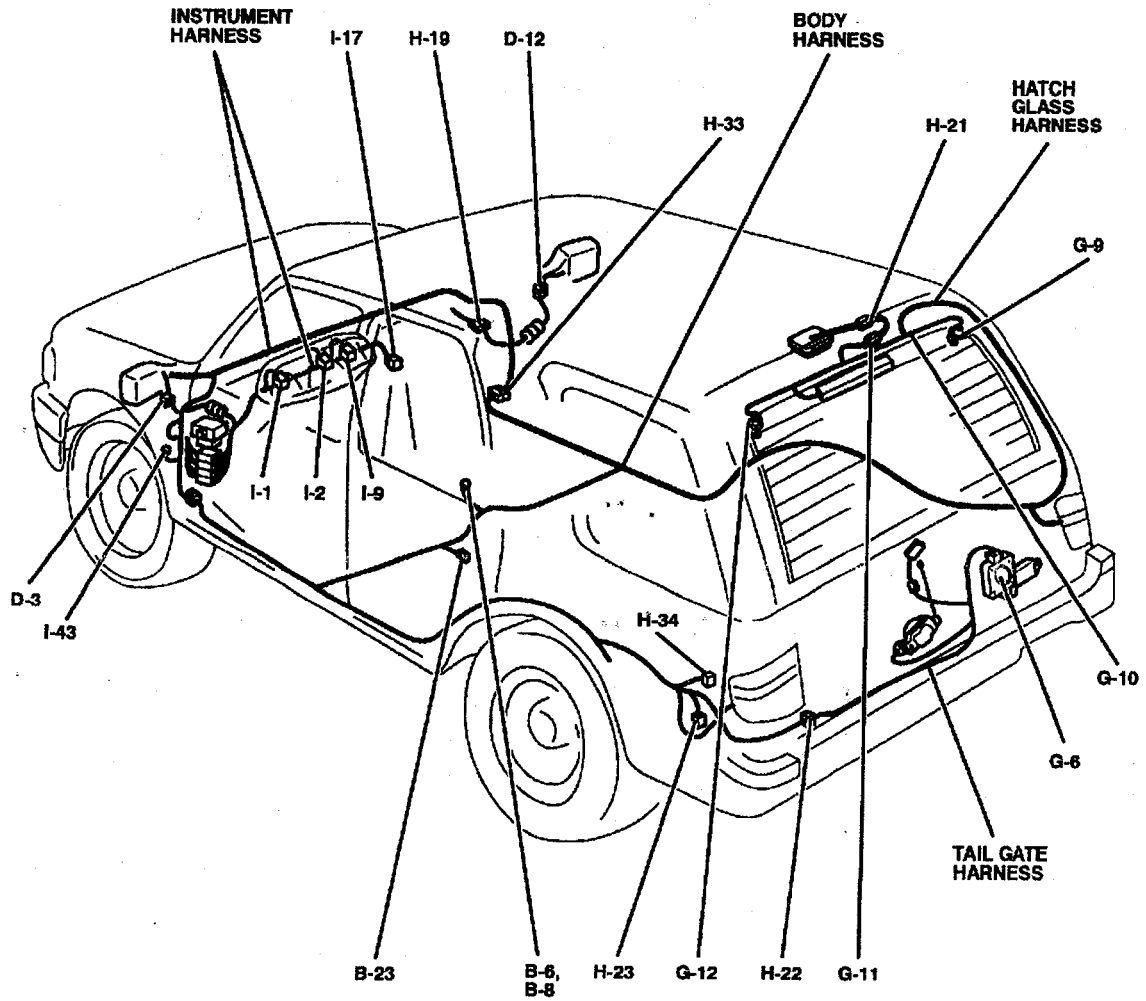
Vehicle: Diagrams Connectors



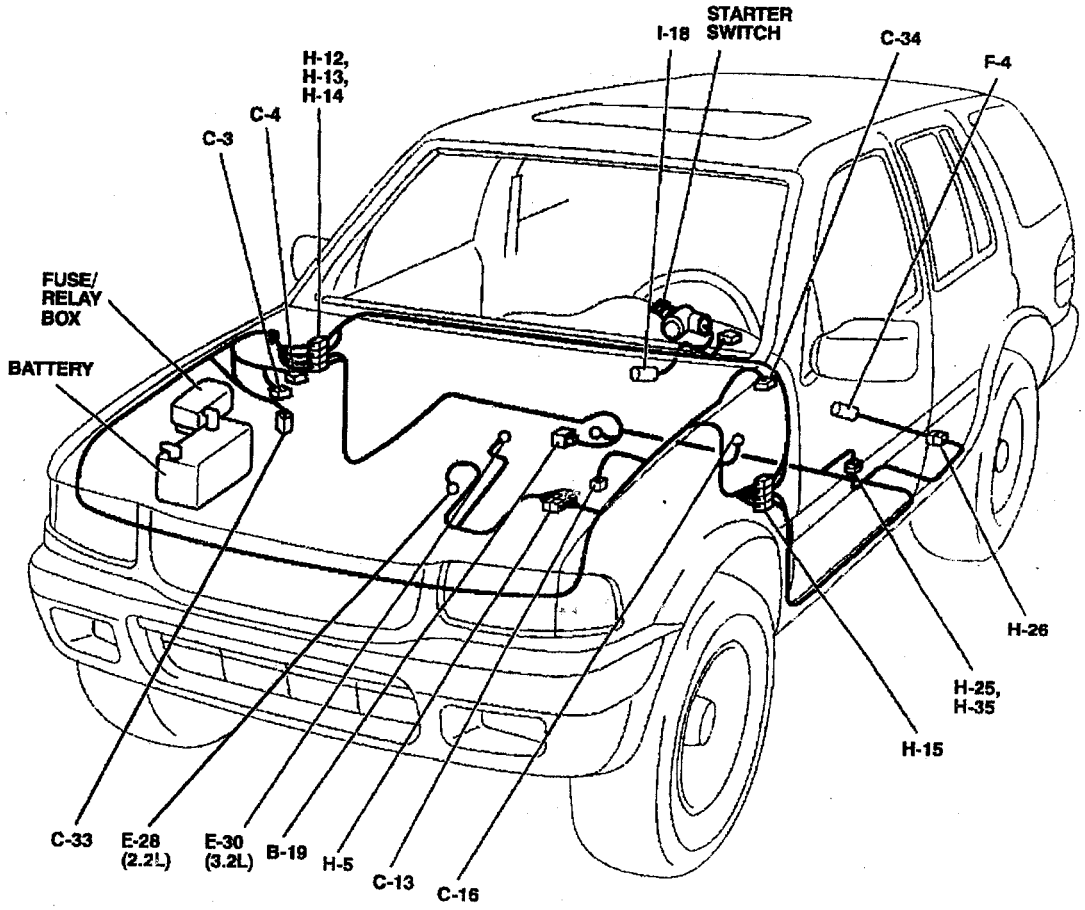
Connector And Harness Routing Image 203-1



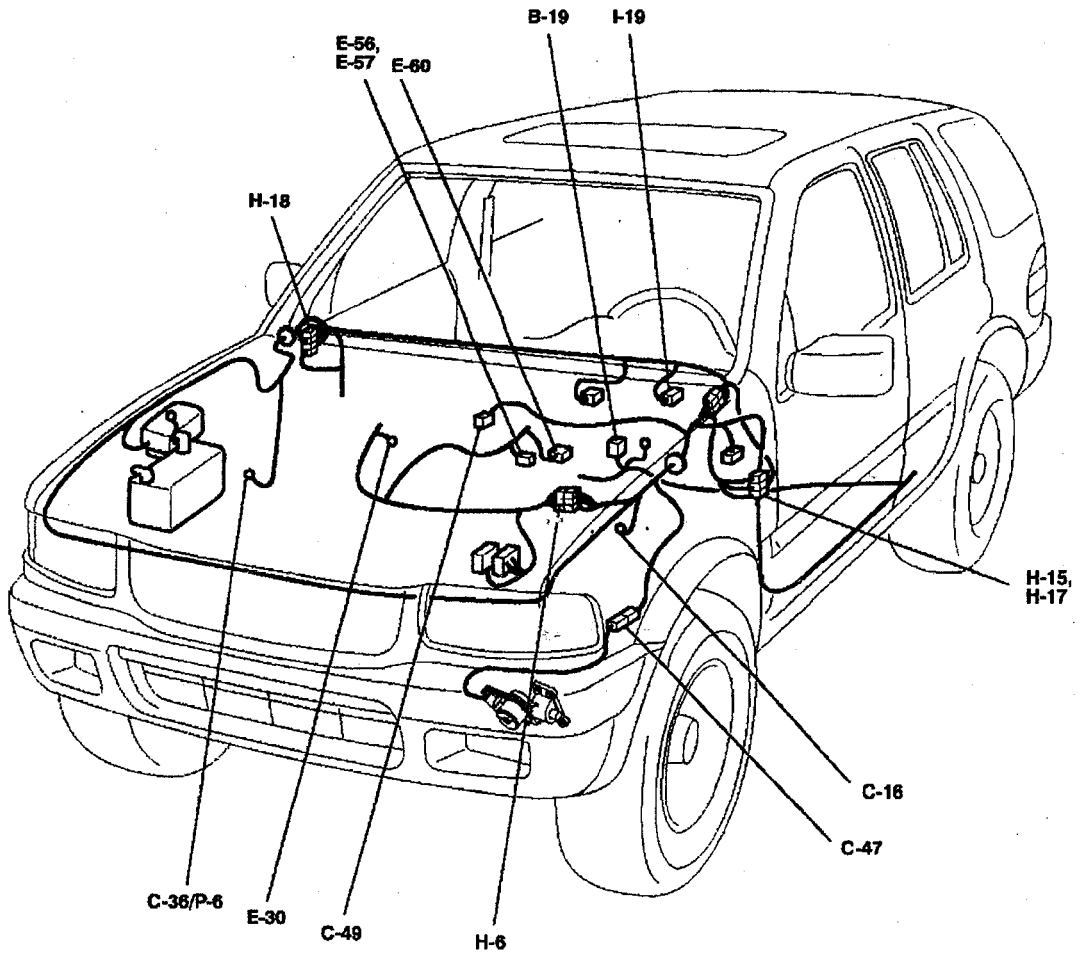
Connector And Harness Routing (SWB)



Connector And Harness Routing (LWB)



Connector And Harness Routing Image 203-4



Connector And Harness Routing Image 203-5