

 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 JUN 15 2011 16-MAY-2011		Repository ☐ Reference No. 10401145	
OWNER INFORMATION (Type or Print)					
Name		Address		Daytime Telephone Number	
City		State		Evening Telephone Number	
ILIFF		CO			
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side		Make		Model	
1D7HA16D33		DODGE		RAM 1500	
Model Year		Engine:		Fuel Type:	
2003		No: Cylinders			
Date Purchased		Dealer's Name and Telephone Number		Original Owner	
				☐	
Original Owner		Dealer's City		State	
				Zip Code	
Transmission Type		Powertrain		Multiple Failure:	
☐ Antilock Brakes					
☐ Cruise Control				Incident Date(s)	
				08-MAY-2011	
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Code: 022000 SUSPENSION: REAR				Failure Mileage	
				58004	
				Failure Speed	
				50	
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: DOTM9ABC036)		☐ 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	
				2	
				Number of Deaths	
				0	
				Reported to Police	
				Y	
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 2003 DODGE RAM 1500. THE CONTACT STATED WHILE DRIVING 50 MPH ON A GRAVEL PATH ^{Road} WITH THE REAR SUSPENSION BOUNCED CAUSING THE VEHICLE TO CRASH IN AN EMBANKMENT AND ROLL OVER. THE VEHICLE WAS DESTROYED. THERE WERE TWO OTHER OCCUPANTS IN THE VEHICLE WHO WERE BRUISED AND SUSTAINED BACK INJURIES. EVERYONE IN THE VEHICLE WAS WEARING A SEAT BELT WHEN THE CRASH OCCURRED. A POLICE REPORT WAS FILED. THE VEHICLE WAS TOWED BY THE INSURANCE COMPANY. THE MANUFACTURER WAS HAD AN ADJUSTER INSPECT THE VEHICLE; HOWEVER, THE MANUFACTURER DID NOT ADVISE HIM OF THE RESULTS. THE FAILURE MILEAGE WAS 58,004.					
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 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.					

June 1, 2011

[REDACTED]
Iliff, CO [REDACTED]

Home
Cell

Reference No. 10401145

In regards to 2003 Dodge Ram 1500 SLT Reg Cab Short Box 4X2

Vin: 1D7HA16D33J [REDACTED]

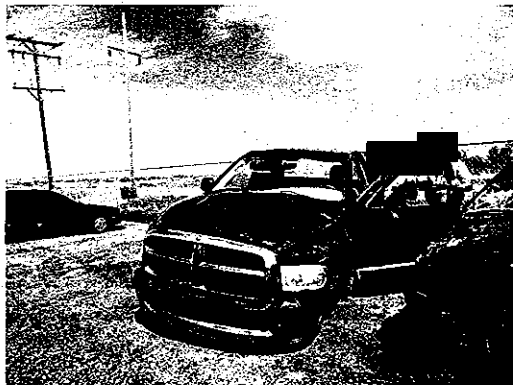
I have driven pickups on gravel roads my entire life.

While traveling north on a gravel road aprox. 50 mph, we drove over a washboard area. The backend of the vehicle uncontrollably bounced to the left. It encountered loose gravel and continued to slide pointing the nose of the vehicle to the east, or right side of the road. It was not possible to recover from the sliding action. We went into the bar pit, and hit an embankment. There was a barb wire fence on the embankment. We traveled through the fence and rolled into a pasture, landing on the wheels. The vehicle was a total loss.

I took my wife and our granddaughter to the hospital for evaluation. We were all wearing our seat belts. Serious bruises bumps and bangs were the only apparent injuries.

Since our accident on May 8th, 2011, I have talked with another person who told me they drive a vehicle like the pickup we had, which is a company pickup for work. I was told they avoid driving on gravel roads because of the bouncing, squirmy rear end issue they experience. Pickups should be built to travel on gravel roads.

I believe there is an issue with these pickups. Possibly because of the short wheel base, light backend, stiff suspension, or a combination of these or more problems. Our accident should not have happened. We were driving at a reasonable speed on a straight, dry road I had driven hundreds of times. The only difference is this is the first time I had driven this road with this vehicle. We had this vehicle for about 10 months. I am enclosing the Sheriffs report, response from Chrysler and picture below. Please let me know if you need any other info. from me. Thank you for your time.



Sheet 1 of 1

THIS FORM REPLACES DR FORM 40, JAN 02
PREVIOUS EDITIONS WILL BE DESTROYED

THE FOLLOWING INFORMATION IS REQUIRED FOR ALL ACCIDENTS

INDICATE BY DIAGRAM WHAT HAPPENED

AGENCY CASE NO.
11-05-065



Indicate
North
by Arrow

DESCRIPTION OF ACCIDENT BASED ON OFFICER'S INVESTIGATION

VEHICLE #1 NORTHBOUND ON COUNTY ROAD 121. VEHICLE #1 ENCOUNTERED WASHBOARDS IN THE ROADWAY. VEHICLE #1 REAR END SLID OUT FROM UNDER ITSELF CAUSING VEHICLE #1 TO EXIT THE ROADWAY VIA THE EAST DITCH. VEHICLE #1 THEN IMPACTED AN EMBANKMENT AND CRASHED THROUGH A BARB WIRE FENCE. VEHICLE #1 THEN ROLLED ONE COMPLETE TIME COMING TO REST ON ITS WHEELS. *BOTH INJURED SUBJECTS TRANSPORTED BY PERSONAL VEHICLE TO STERLING REGIONAL MED CENTER IN STERLING, CO.

PROPERTY	OBJECT DAMAGED FENCE	OWNER NAME [REDACTED]	ADDRESS [REDACTED], Sidney, NE, [REDACTED]	PHONE [REDACTED]	APPROX. COST OF DAMAGE \$ 50.00
	OBJECT DAMAGED	OWNER NAME	ADDRESS	PHONE ()	APPROX. COST OF DAMAGE \$

WITNESSES	NAME [REDACTED]	ADDRESS [REDACTED] liiff CO [REDACTED]	PHONE [REDACTED]
	NAME	ADDRESS	()

VEHICLE MOVEMENT BEFORE COLLISION				POINT OF IMPACT AND MOST DAMAGED AREA		AIRBAG DEPLOYED VEHICLE 1		RESTRAINT USE VEHICLE 1		TOTAL OCCUPANTS		ALCOHOL TESTING		ALCOHOL/DRUGS SUSPECTED																																		
VEH NO.	N	S	E	W	ROAD OR HIGHWAY NAME		(Enter numbers for each vehicle)		VEH 1		VEH 2		Driver No. 1		Driver No. 2																																	
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OFFICER NO. 9392	TROOP/TEAM/BEAT	DEPARTMENT 1700 Cheyenne County Sheriff Department	Photographs taken? ☒ YES ☐ NO
INVESTIGATOR NAME (Print or Type) Adam E. Frerichs		INVESTIGATOR SIGNATURE Digital Certificate with Nebraska Crime Commission	DATE OF REPORT 05/08/2011



NOT TO SCALE

AFTER ACCIDENT SITUATION MAP

Cheyenne County Sheriff's Office

Case # 11-05-085

Date of Accident: 05/08/2011

Driver Vehicle #1: [REDACTED]

Location of Accident: [REDACTED] Sidney, NE [REDACTED]

Diagram by: Sgt. Adam E. Frerichs #9392

Page 3 of 3

Distances:

RP is telephone post and box # 440 14 LP 17

County Road 121 Road Width: 24' 5"

RP-A= 170' 0" SOUTH, 42' 3" EAST

RP-B= 182' 4" SOUTH, 51' 11" EAST

RP-C= 212' 3" SOUTH, 21' 0" EAST

RP-D= 239' 9" SOUTH, 14' 4" EAST

RP-E= 278' 7" SOUTH

RP-F= 282' 7" SOUTH

RP-G= 287' 1" SOUTH

RP-H= 294' 0" SOUTH

RP-I= 287' 1" SOUTH

RP-J= 331' 10" SOUTH, 21' 2" WEST

RP-K= 340' 9" SOUTH, 21' 7" WEST

RP-L= 356' 5" SOUTH, 21' 7" WEST

RP-M= 367' 0" SOUTH, 21' 7" WEST

RP-N= 390' 5" SOUTH, 24' 8" WEST

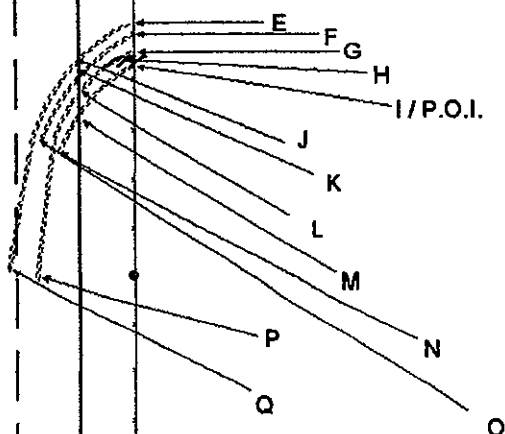
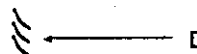
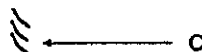
RP-O= 390' 5" SOUTH, 29' 6" WEST

RP-P= 411' 7" SOUTH, 28' 8" WEST

RP-Q= 411' 7" SOUTH, 33' 2" WEST

COUNTY
ROAD
121

RP





Customer Claims Resolution Group

May 20, 2011

Via U.S. Mail

[REDACTED]
[REDACTED]
Iliff, CO [REDACTED]

Re: 2003 Dodge Ram 1500 Slt Reg Cab 4x2 VIN: 1D7HA16D33J [REDACTED]

Dear [REDACTED]

Thank you for contacting Chrysler Group LLC and raising concerns that you have with the above referenced vehicle. We are always concerned to hear of injuries and accidents involving our customers and their vehicles.

Chrysler Group LLC conducted an investigation into the incident and inspected the vehicle. The inspector found no indication of a manufacturing defect that caused or contributed to the incident 05/08/2011. Specifically, the inspector found no problems with the subject vehicle's rear suspension system. He found only impact-related damages.

Again, we are sorry to hear of your injuries and sincerely hope that you are well on the road to recovery.

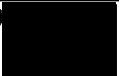
Thank you again for raising your concerns with Chrysler Group LLC.

Very truly yours,

Customer Claims Resolution Group
Office of the General Counsel
(888) 922-7329



liff, CO



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20077

U.S. POSTAGE
PAID
STERLING, CO
80751
JUN 02, 11
AMOUNT

\$0.64

00099396-02

US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
1200 New Jersey Avenue SE.
Washington, DC 20077-9382

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