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NHTSA Headquarters  
1200 New Jersey Avenue, SE  
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Washington, DC 20590

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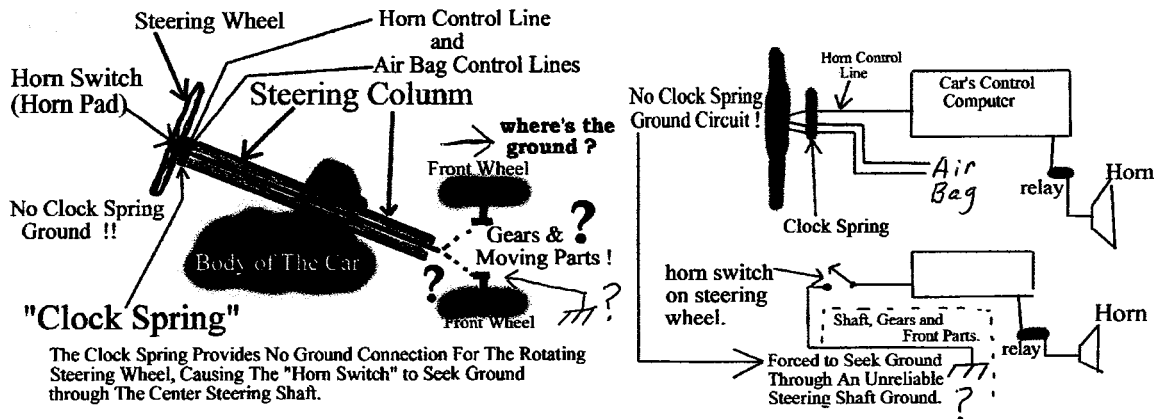
Dear NHTSA:

I am the owner of a 2005 Dodge Neon with an unreliable steering wheel horn circuit. In other words, the horn sometimes fails to honk. I replaced the steering wheel "clock spring" and guess what, the clock spring has no ground circuit; it's only a three wire device. It appears to be the correct part; the new clock spring has precisely the same stock number as the original Chrysler clock spring.

As far as I can tell, electrical ground is achieved through the movable steering shaft parts, rather than a separate ground through the clock spring. There's a "strut ground" associated with Neon's front end, however, strut grounds sometimes become disconnected.

**Think about this: Steering wheel horn ground passes through the steering shaft rather than the clock spring. Maybe I'm wrong, but I think this is a reliability problem and a safety issue.**

Ask Chrysler this question: Are you sure that you can maintain a good electrical ground amidst grease, oil and moving parts without a solid electrical connection. Many electronics people would look at this arrangement with unhappiness. How come there's no clock spring ground. Look at my visual aids below:



My Neon was purchased as a used car and I guess it's possible that I missed a recall. Any thoughts on the subject? Yes, I will have a mechanic check the strut ground, but that might leave other Dodge drivers asking why their horns won't work. Chrysler said, 'Buy a service manual.'

Thanks,

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