

 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 28-MAY-2015 JUN 29 2015	Repository <input type="checkbox"/> Reference No. 10721869
OWNER INFORMATION (Type or Print)			
Name	[REDACTED]		
Address	[REDACTED]		
City	LEBANON	State	OH
Zip Code	[REDACTED]		
Daytime Telephone Number		E-mail Address	
[REDACTED]		[REDACTED]	
Evening Telephone Number		[REDACTED]	
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 1B7MC36W0RS [REDACTED]		Make DODGE	Model RAM 3500
Model Year 1994		Engine: No: Cylinders 10	Fuel Type: GAS
Date Purchased JUN 1994	Dealer's Name and Telephone Number		State
Original Owner <input type="checkbox"/>	Dealer's City	Zip Code	
Transmission Type AUTO	<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control	Powertrain	Multiple Failure: Incident Date(s) 01-APR-2015
FAILED COMPONENT(S)/PART(S) INFORMATION			
Vehicle Component Code: 150000 SEAT BELTS		Failure Mileage 120000	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: DOTM19ABC036)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> 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 <i>(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)</i>			
Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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 1994 DODGE RAM 3500. THE CONTACT STATED THAT THE SEAT BELT RETRACTED, BUT FAILED TO STOP WHEN PULLED FORCEFULLY. THE VEHICLE WAS TAKEN TO THE DEALER WHERE IT WAS DIAGNOSED THAT THE THREE POINT SEAT BELT SYSTEM IN THE FLOORBOARD WAS DEFECTIVE AND NEEDED TO BE REPLACED. THE MANUFACTURER STATED THAT THE PARTS NEEDED TO REPAIR THE VEHICLE WERE NO LONGER PRODUCED. THE VEHICLE COULD NOT BE REPAIRED. THE FAILURE MILEAGE WAS 120,000.			
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.			

Sirs, further information:

I was preparing to transport my grandson in my 94 3500 when he noticed that the seat belt was not as snug as he liked. I tried to demonstrate to him that the belt would lock if there were a problem, but found that the belt would not lock. A subsequent check of the left side had the same results. As a retired CH47 Standardization Instructor Pilot and Safety Officer, I am more than familiar with the proper operation of inertia reel restraint systems. The check is an integral part of the cockpit procedures as well as routine maintenance checks.

After 1.5 months I was finally able to locate NOS seat belts for my standard cab truck.

Even though I had contacted Chrysler to find replacements, and been to 2 local dealers, none were able to find any belts available. I finally contacted a company in Georgia called Factory Chrysler Parts. It is apparently a dealership that specializes in finding parts for Chrysler products. I am enclosing a page from their website. I called the phone # listed and was surprised to be able to talk to a parts person who checked all possibilities. He found 3 belts in Glasgow Ky, gave me the replacement part numbers and their phone #. He used the same resources that Chrysler and all dealers possess, but extremely knowledgeable and persistent.

I disassembled one of the defective inertia reels and found that the plastic parts in the locking mechanism had a slight buildup of worn plastic dust that made its operation impossible. The tension spring on the other side had also become very weak. It would not retract the belt enough to unlock the belt after I had cleaned that part. Even though I had been able to get the locking mechanism to work, the belt was unusable. It was now impossible to latch the belt over the body.

Additionally, in my quest to find used replacement belts, I visited 2 salvage yards. I found 4 belts in those yards. None of the belts on those 94/95 models were usable. Perhaps The manufacturer found some problems with that design and changed it after 2 years. I did find salvaged belts from a 99 model the worked perfectly, but they would not fit in my vehicle. The design of the unit and its' mounting was totally different.

If you wish, I will send the defective belts to you for inspection. Based upon my experience and crude inspection, I feel that my 94 truck is not the only one with defective seat belts. I also feel that other owners are unaware of the defect. My check for proper operation was prompted by a question posed by my [REDACTED] year old grandson. I doubt that there are any drivers of any vehicle who *EVER* check for the proper operation of seat belt restraint systems.

Thank you for your time and consideration.

[REDACTED]
Home: [REDACTED]

Cell: [REDACTED]