



US Department of Transportation
National Highway Traffic Safety Administration

**AUTO SAFETY HOTLINE
VEHICLE OWNER'S QUESTIONNAIRE**

NATIONWIDE 1-800-424-9393
DC METRO AREA 202-366-0123

Posted

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FOR AGENCY USE ONLY

DATE RECEIVED **RECEIVED** **QC'd**
00 JUL 25 AM 11:31
od of _____
ad _____
up-itr _____
REFERENCE NO. _____

OFFICE
DEFECTS INVESTIGATION

553183

DAY TIME TELEPHONE NO. (AREA CODE) _____

OWNER INFORMATION (TYPE OR PRINT)

NAME and ADDRESS



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 **7/12/00**

VEHICLE INFORMATION

VEHICLE IDENTIFICATION NO. **283ED46T8PH532073** VEHICLE MAKE **DODGE** VEHICLE MODEL **INTREPID** MODEL YEAR **1993**

*LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE

CURRENT ODOMETER READING **51477** DATE PURCHASED **1/93** DEALER'S NAME, CITY & STATE **Crown Dodge Ventura, CA** ENGINE SIZE (CID/CC/L) **3.3L** TURBO DIESEL GAS FUEL INJECTN
 NEW USED NO. CYLINDERS **6**

TRANSMISSION TYPE MANUAL AUTOMATIC ANTILOCK BRAKES YES NO RESTRAINT SYSTEM DRIVERSIDE AIRBAG MOTORBELT PASSENGERSIDE AIRBAG 3-POINT BELT 2-POINT BELT CRUISE CONTROL YES NO DRIVETRAIN FRONT REAR 4-WHEEL BODY STYLE STAWAG HATCH BK VAN PK UP TRK OTHER

FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)

COMPONENT **Cruise Control** PART NAME(S) _____ LOCATION LEFT FRONT RIGHT REAR FAILED PART(S) ORIGINAL REPLACEMENT

NO. OF FAILURES **Continual at slower speeds** DATE(S) OF FAILURE(S) _____ MILEAGE AT FAILURE(S) _____ VEHICLE SPEED AT FAILURE(S) _____ MANUFACTURER CONTACTED YES NO NHTSA PREVIOUSLY CONTACTED YES NO **Only dealer years ago.**

APPLICABLE ACCIDENT INFORMATION

ACCIDENT YES NO FIRE YES NO NUMBER PERSONS INJURED _____ NUMBER OF FATALITIES _____ PROPERTY DAMAGE EST\$ _____ POLICE REPORTED YES NO

NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)

Cruise control responds drastically a lower speeds. If set at say 35 mph, when slight hill is encountered, control will suddenly double shift or accelerate with a jerking action. Even at 45 mph this will sometimes happen. It is feared the sudden response could cause

CONTINUE ON BACK IF NEEDED

The Privacy Act of 1974
Public Law 95-579

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.

