



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: DP 04-007
 Prompted By: Petition Request
 Date Opened: 10/13/2004 Date Closed: 10/27/2004
 Principal Investigator: Steve Chan
 Subject: Fuel Rail, Brake Fluid, Chassis

Manufacturer: DaimlerChrysler Corporation
 Products: 1993-1997 Concorde, Intrepid, New Yorker, LHS, Vision
 Population: 1,041,549

Problem Description: The petitioner alleged that his 1996 Dodge Intrepid vehicle had experienced fuel rail failure, brake fluid contamination, and frame misalignment.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	1	0	1
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description of Other:

Action: the petition is rejected as moot.

Engineer: Steve Chan *SC*

Date: 01/13/2005

Div. Chief: Gregory E. Magno

Date: 01/13/2005

Office Dir.: Kathleen C. DeMaster

Date: 01/13/2005

Summary: On September 5, 2004, Mr. Robert Galanty of Iselin, NJ, petitioned the agency to conduct defect investigations of certain model year (MY) 1993-1997 vehicles produced by DaimlerChrysler Corporation. His petition identified three issues of concern: 1) fuel leaking from the fuel injector rails; 2) brake fluid contamination resulting in brake failure; and 3) susceptibility of the vehicle frame to damage while the vehicle is being towed. Mr. Galanty alleged that his 1996 Dodge Intrepid had each of these three problems.

Concerning fuel rail leakage, DaimlerChrysler commenced a recall (98V-184) of approximately 722,600 vehicles to address engine fuel rail leaks that could lead to a fire, including those vehicles cited in the petition and the petitioner's 1996 Dodge Intrepid. On October 7, 1998, NHTSA opened a recall query investigation (RQ98-018) to evaluate the adequacy of the recall remedy. That investigation was closed on July 8, 2002 without requiring further action by DaimlerChrysler. Very recently, on June 9, 2004, NHTSA denied a petition (RP04-001) to reopen RQ98-018 after finding that there was no new information that would indicate any basis for reopening it. This is still the current position of NHTSA on this issue.

Concerning brake fluid contamination and frame alignment, a review of NHTSA's database shows no other complaints on either one of these issues on the vehicles cited in the petition.