

7/10/2006

add to
10158638

2006 JUL 31 6:51

MEMO TO :

SUBJECT: **DANGEROUS PARK BRAKE**: 2002 ALLEGRO MOTOR HOME,
MODEL P30032; vin:5B4LP57G323 [REDACTED]; CHASIS BY WORKHORSE; ASSEMBLY BY TIFFEN MOTOR
HOMES-RED BAY ALABAMA; 14,000 miles on the vehicle.
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, DC 20590

On May 13, 2006, the automatic parking brake locked on this motor home and would not release. Fortunately, I was not moving, so I didn't wreck and was able to disconnect the linkage in order to get it to move. (But had to have my wife jump out and block the wheels whenever we stop.)

Here's what I've learned:

The brake is on the drive shaft. The normal "default" position is **locked**; apparently by a powerful spring. When the engine starts and you put the vehicle in gear, a powerful electric/hydraulic pump **pulls off** the locking mechanism. While on the road, when there is leak-back in the hydraulic seal, the electric motor has to cycle periodically to keep the brake **unlocked**.

Two things can and do happen: I: The relay that runs the electric motor can burn out. This is what happened to me. II: The motor, itself can burn out (from having to constantly re-set the brake release.)

If either of these failures occur while at highway speed, the drive shaft is locked causing major damage to the vehicle and possible wreck. McBrides Service and Supply, 13788 Oaks Av, Chino, Ca 91710 hooked the brake back up and replaced the relay (\$425); but warned me of the leakage, and that the brake **could lock up at any time.** (You can hear it re-set about every minute, and there is visible leak.) They offered to rebuild the electric/hydraulic unit for \$4,000. They told me they have worked on several Workhorse based motor homes where the brake **had locked**: One had completely burned up (brake didn't completely lock) ; another had completely destroyed the drive train. I'm sure they could give you more detail on others.

I have disconnected the park brake until I have the funds to fix it, and will rely on auxiliary brake (wife).

Meanwhile, I believe the manufacturer should be required to modify these systems so as to make them "fail-safe". At the very least, owners should be notified of the potential danger, what to watch for and when to have maintenance.

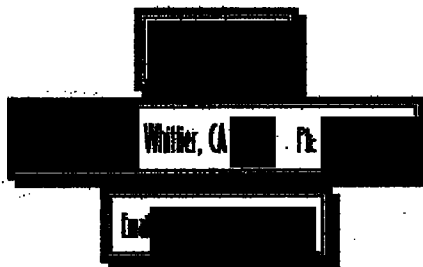
This is a very dangerous system and somebody(s) could be killed; if they haven't already

Ps. There is NO "manual parking brake" on this machine; as stated in the manual: and no transmission lock.

(see attached for other addressees and respective comments.

ana mari
8/1/06





ALL ENTITIES TO WHOM THIS MEMO WAS SENT

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
UNITED STATES DEP OF TRANSPORTATION
WASHINGTON, DC 20590

Comment: This was also reported to you 5/31/2006;ODI no. 10158638. **I sincerely hope you can at least investigate.**

BARY LONG, REGIONAL SERVICE MANAGER (WEST), WORKHORSE CUSTOM CHASSIS

Comment: Thank you for your referral to McBrides in Chino. They were very thorough (and expensive). I still feel that **Workhorse should take more responsibility for correcting this dangerous parking brake.**

TIFFEN MOTOR HOMES, ATTN KEN NEAL, CUSTOMER RELATIONS, 502 4TH STREET NW.
RED BAY, ALABAMA 35582

I called your office in early July, 2006, specifically regarding this brake problem, but never received a return call.

At least, I hope your company is no longer using Workhorse chassis with this park brake system. **It is dangerous!**

LA MESA RV CENTER, 101 EAST REDLANDS BLVD, SAN BERNARDINO, CA 92406

For your information.

"DEAR GOOD SAM", BOX 8545, VENTURA, CA 93002

Maybe you can help get the word out to other Workhorse owners?

ACTION LINE, BOX 8545, VENTURA, CA 93002

You seem to get "action" on such problems. Maybe you can get a better response from them than "did you buy the extended Service?" (I didn't. It was \$5000, would have covered the \$425, but I question whether the preventative overhaul would have been authorized.)



 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 31-MAY-2006		Repository ☐ Reference No. 10158638	
OWNER INFORMATION (Type or Print)					
Name [REDACTED]		Daytime Telephone Number [REDACTED]		E-mail Address [REDACTED]	
Address [REDACTED]		Evening Telephone Number			
City WHITTIER	State CA	Zip Code [REDACTED]			
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 ____/____/____					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 5B4LP57G323 [REDACTED]		Make TIFFIN		Model ALLEGRO	Model Year 2002
Date Purchased	Dealer's Name and Telephone Number LA MESA RV CENTER 9094207100			Engine: No: Cylinders 8	Fuel Type: Gas
Original Owner ☒	Dealer's City SAN BERNARDINO		State CA	Zip Code 92406	
Transmission Type AUTOMATIC	☒ Antilock Brakes ☒ Cruise Control	Powertrain REAR WHEEL DRIVE		Vehicle Component Code 052310 PARKING BRAKE:DRIVELINE:HYDRAULIC:ACTUATOR	
Multiple Failure: 1					
FAILED COMPONENT(S)/PART(S) INFORMATION					
Incident Date(s) 14-MAY-2006	Failure Mileage 13500	Failure Speed 5			
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)		☐ 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 <i>(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)</i>					
Crash ☐ Yes ☒ No	Fire ☐ Yes ☒ No	Number of Persons Injured	Number of Deaths	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).					
AUTOMATIC PARKING BRAKE LOCKED WITHOUT WARNING AND WITHOUT PULLING THE AUXILIARY BUTTON. WOULD NOT RELEASE AND I HAD TO GO UNDER THE VEHICLE AND DISCONNECT IT. (THERE IS NO TRANSMISSION LOCK SO THE VEHICLE CAN ROLL AND HAS TO BE BLOCKED.) FORTUNATELY I WAS NOT AT SPEED BUT THE REPAIR SHOP ADVISED THIS HAS HAPPENED TO A CUSTOMER AT HIGHWAY SPEED; CAUSING MANY THOUSANDS DAMAGE. *NM					
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.					