

NVS-200



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

2007 SEP 28

FOR AGENCY USE ONLY 100148

Date Received

Repository ☐

10-SEP-2007

AM 10:18

Reference No.
10202367

2007 SEP 27 P 2:21

OWNER INFORMATION (Type or Print)

Name

Address

City

TAMPA

State FL

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☐ NO
In the absence of an authorized signature, NHTSA will NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date 9/22/2007

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

5B4MP67G12

Make

WINNEBAGO

Model

ADVENTURER

Model Year

2002

Date Purchased
01-MAY-04

Dealer's Name and Telephone Number

Engine:

No: Cylinders 8

Fuel Type:

Gas

Original Owner

Dealer's City

State

Zip Code

Transmission Type

AUTOMATIC

☒ Antilock Brakes

☒ Cruise Control

Powertrain

REAR WHEEL DRIVE

Vehicle Component Code

045100 SERVICE BRAKES, AIR:DISC:CALIPER

Multiple Failure: 2

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

01-JUL-2006

Failure Mileage

46000

Failure Speed

35

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

(Please describe in detail the incident(s), Failure(s), Crash(es), and Injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ 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 2002 WINNEBAGO ADVENTURER. WHILE DRIVING 35 MPH, THE BRAKE PEDAL EXTENDED TO THE FLOORBOARD WHEN IT WAS DEPRESSED AND THE STOPPING DISTANCE INCREASED. THE DEALER STATED THAT THE FRONT DRIVER SIDE CALIPER FAILED TO RELEASE, WHICH CAUSED THE BRAKES TO OVERHEAT. THEY REPLACED THE WHEEL SENSOR, CALIPER, AND BRAKE PADS. APPROXIMATELY TWO WEEKS LATER, THE REAR PASSENGER SIDE CALIPER FAILED AND WAS REPLACED BY THE DEALER. THE FAILURE MILEAGE WAS 46,000 AND CURRENT MILEAGE WAS 52,000.

The motor home would not stop at all

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.

[REDACTED]
[REDACTED]
Tampa, Fl

[REDACTED]
Fax#8
[REDACTED]

September 22, 2007

Dear NHTSA,

Here is a brief history of brake failure events:

First failure, front brakes pulling left March 05 repaired under Workhorse brake recall. See attached.

Second failure, total brake failure, motor home would not stop. Repaired in Roanoke VA at Burglund Chevrolet. See attached

Third failure, right rear caliper failed approximately two weeks after second failure above. See attached.

I thank God that my brake failures didn't happen in the mountains, it was frightening enough on level ground.

Sincerely,

[REDACTED]

THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).