



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

08-APR-2008

2008 APR 23 AM 7:19

Repository

Reference No.

10223719

OWNER INFORMATION (Type or Print)

Name, Address, City, State, Zip Code, Daytime Telephone Number, Evening Telephone Number, E-mail Address

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
Signature of Owner Date 4/14/08

VEHICLE INFORMATION
17 digit Vehicle Identification Number, Make, Model, Model Year, Date Purchased, Dealer's Name and Telephone Number, Engine, Fuel Type, Original Owner, Dealer's City, State, Zip Code, Transmission Type, Antilock Brakes, Cruise Control, Powertrain, Vehicle Component Code, Multiple Failure

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s), Failure Mileage, Failure Speed, Bendix ESD-225 Air Disc Brakes 976087B 22K3 NFD14

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make, Tire Model, Tire Size, DOT No., 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, Fire, Number of Persons Injured, Number of Deaths, Reported to Police

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 2005 HOLIDAY RAMBLER IMPERIAL. IN 25 BELOW DEGREE WEATHER, THE CONTACT WOULD START HIS VEHICLE AND THE ROTORS WOULD NOT RELEASE FROM THE BRAKE PADS. THIS CREATED A DRAGGING EFFECT. WHILE DRIVING LESS THAN A MILE, THE ROTORS WOULD HEAT UP AND SMOKE WOULD APPEAR FROM THE SIDE OF THE VEHICLE. THE CONTACT EXAMINED THE BRAKE CHAMBER AND NOTICED THAT IT WAS FULL OF WATER. THE VEHICLE HAS NOT BEEN TO THE DEALER. THE ENGINE SIZE AND POWERTRAIN WERE UNKNOWN. THE CURRENT MILEAGE WAS 42,000 AND FAILURE MILEAGE WAS 40,500.

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.

On three occasions in February 2008 in temperatures 25 degree F and below, the front brakes on the motor home would develop an extreme (near fire) condition due to the brake pads dragging on the rotor on both front brakes. We thought the condition was due to moisture in the front brake airlines or valves.

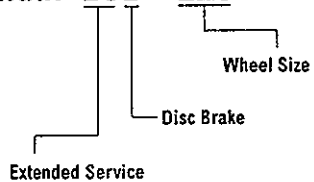
On our yearly maintenance of the front axle, I had my mechanic also inspect the front disc brakes to see if we had any damage due to the overheat condition. When we pulled the air chamber off the caliber assembly, we found the actuator chambers completely full of water. On further breakdown of the caliber assemblies, we found the water to be road water and the migration route was through the silicone sealant used to seal this assembly in place of a gasket. The overheat conditions were caused from ice in this assembly. After enough heat was generated to melt the ice, the brake would fully release, but as you can see from the enclosed pictures there is severe corrosion setting in these mechanisms.

I feel very certain that some point in the future in normal temperature conditions this assembly will not function properly or not at all.

Specifications

Model Identification

Bendix® ESD - 225™



water entering in this AREA.

