



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

2008 MAY -6 AM 7:49

10-APR-2008

Repository ☐

Reference No.
10224138

OWNER INFORMATION (Type or Print)

Name

Address

City

PAHRUMP

State

NV

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?
In the absence of an authorized signature, this report will be sent to the vehicle manufacturer.
Signature of Owner ☒ YES ☒ NO
Date 04/23/08

VEHICLE INFORMATION

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

1FV6HLCB9YH

Make

AMERICAN LAFRANCE

Model

EAGLE

Model Year

2000

Date Purchased

01-JAN-00

Dealer's Name and Telephone Number

LAS VEGAS FREIGHT LINER 702-643-0484

Engine:

No: Cylinders 6

Fuel Type:

~~Gas~~
Diesel

Original Owner

☒

Dealer's City

NORTH LAS VEGAS

State

00

Zip Code

89031

Transmission Type

☒ Antilock Brakes

Powertrain

REAR WHEEL DRIVE

☐ Cruise Control

Vehicle Component Code

171100 LATCHES/LOCKS/LINKAGES: DOORS: LATCH

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

01-JAN-2000

Failure Mileage

started at
delivery

Failure Speed

0

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).

FIRE PUMPER

TL*THE CONTACT OWNS A 2000 AMERICAN LA FRANCE FL 70X BUSINESS CLASS AMBULANCE (NA). THE CONTACT STATED THAT THE VEHICLE WAS DELIVERED WITH NUMEROUS DEFECTS. THE DOOR LOCKS DO NOT WORK, THE DOOR POST IS CRACKED AND CAUSES THE VEHICLE TO VIBRATE AND THE DOORS TO OPEN, AND THE ROOF HAS A FORTY EIGHT INCH LEAK. IN ADDITION, THE DOORS WERE WELDED AND THE STEERING COLUMN WAS MISSING TWO BEARINGS. THE CONTACT HAS BEEN REPAIRING THE VEHICLE FOR OVER TWO MONTHS. THE DASHBOARD ALSO MALFUNCTIONS. THE MANUFACTURER STATED THAT IT WOULD BE COSTLY TO CORRECT ALL THE FAILURES. THE CURRENT MILEAGE WAS 30,000 AND THE FAILURE MILEAGE WAS UNKNOWN.

8 years

see attached letter +
CD-ROM

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.

Pahrump Valley Fire-Rescue Services

Administrative Offices

300 North Highway 160

Pahrump, NV 89060

Fire Chief Scott F. Lewis

Date: 23 April 2008

To: National Highway Traffic Safety Administration

From: [REDACTED] Incident Safety Officer, and Chief Master Emergency Vehicle Technician

Subject: 1999 Freightliner FL 70, American La France Pumper

Thank you for this opportunity to address what our Fire Department has been trying to resolve amicably with Freightliner Corporation and American La France for seven years.

The truck was built at Becker Corporation in Casper, Wyoming in 2000 and delivered in November of 2000. The Freightliner FL 70 truck arrived with bearings missing in its steering column and the horn assembly disconnected. Steering wheel moved over six inches. The truck pulled so hard to the left that you had to turn the wheel to the right 180 degrees to keep the truck going straight.

Freightliner had our fire truck off and on almost 8 months. They refused to fix our issues and did more damage to our truck than they did good. We finally took our truck to outside companies and had repairs performed at our own expense. The rear axel was almost ½ inch off on the frame mounts. By the time we had this corrected we had to replace all of the tires at 4,000 miles. The steering wheel took over four weeks to resolve. When they returned it they had lost all of the steering column covers and horn assembly. They returned the truck to us with no horn operational for the third time.

Doors and door locks were never fixed. Doors pop open when you hit a series of rumble strips or a wash-boarded road. Doors cannot be locked and all passengers refrain from sitting anywhere near the doors. The air conditioner has never worked. They even sent a "specialist" to my shop to tell us that the system was a "piece of ****".

The main problem other than the truck has never been right is the fact that Freightliner refuses to fix the cracks in the body where they seamed the quad cab together. These cracks started as small cracks about one or two inches in length and have continued to spread across the entire roof and down into the door openings, we also have cracks around three of four "nadir pins" on the door posts. The cracks continue to enlarge each time the truck is on a call. We are afraid the cracks are going to allow the doors to open and cause personal injury. The cab flexes so much from structural issues we are afraid to

Office: [REDACTED]

Fax: [REDACTED]

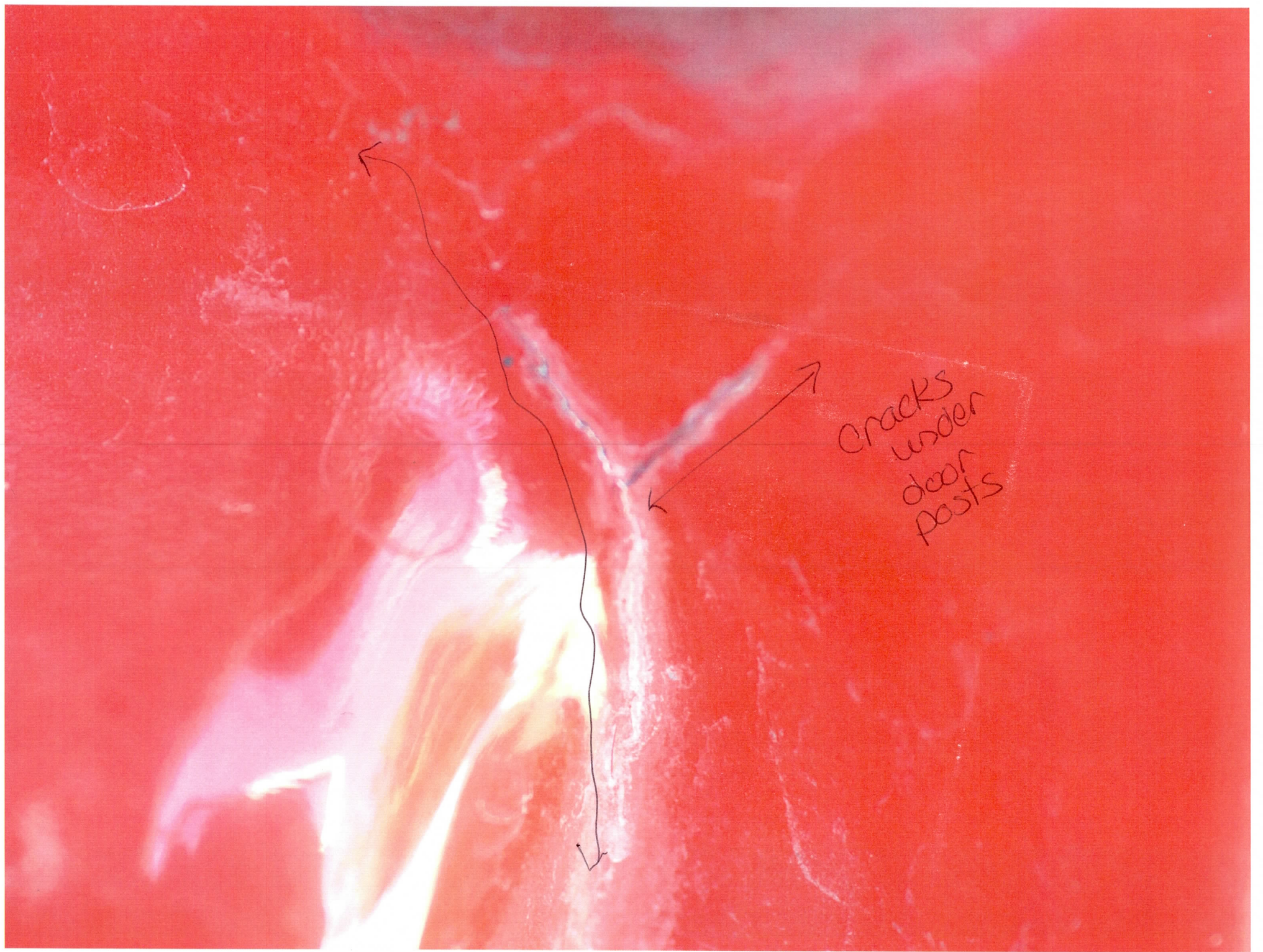
"Our commitment is to be prepared, through training, to assure a safe outcome in any emergency"

Drive it any more than needed. This problem has been documented at Freightliner and at American La France Dealerships.

We are not able to replace this apparatus because of its problems. Our community has been trying to resolve this issue without taking litigation against this corporation. I recently visited a RV store and found another FL 70 quad cab with similar issues. This prompted me to contact you for support in resolution of what I feel is a cab defect in steel, design, stamping, and assembly.

Please review the cd disc I have enclosed with 'Adobe' supporting software. You will be able to see are conditions we currently have. Please keep in mind that our truck is getting worse each and every time it rolls.

Thank you for your time and consideration in this matter. We look forward to working with your agency in resolution to a grave safety issue.





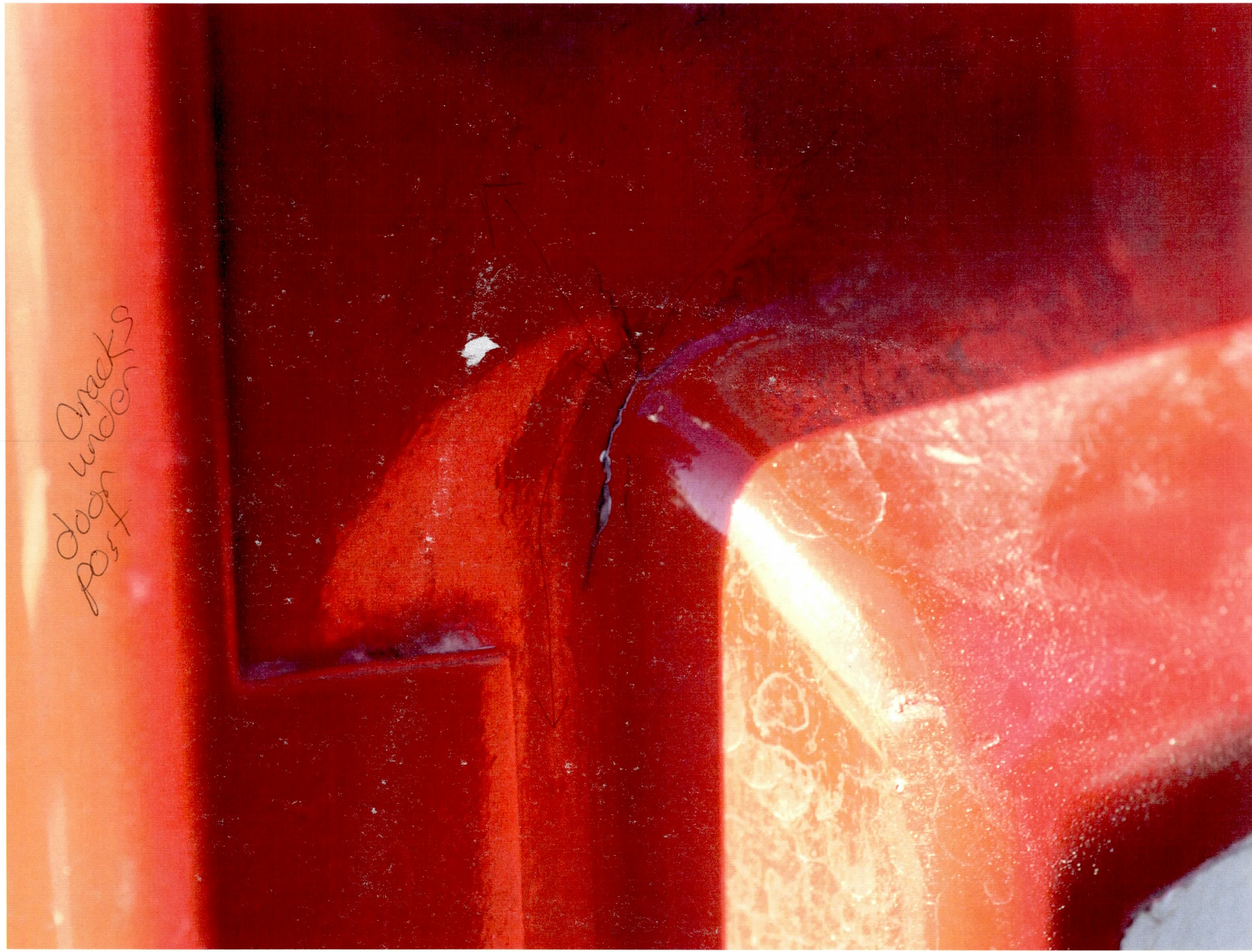


CHASSIS - CAB
MFD. BY
VEHICLE ID NO.
DATE OF MFR.
GVWR-KG
GVWR-LBS

FREIGHTLINER CORP.
1F8HL0B9TH [REDACTED]
10/99 — Build Date
13,739
34,700

COMPLETE VEHICLE DOCUMENT
F.M.V.S.S. 108

FREIG







tape
measure
to show
length of
cracks





Door Frame openings



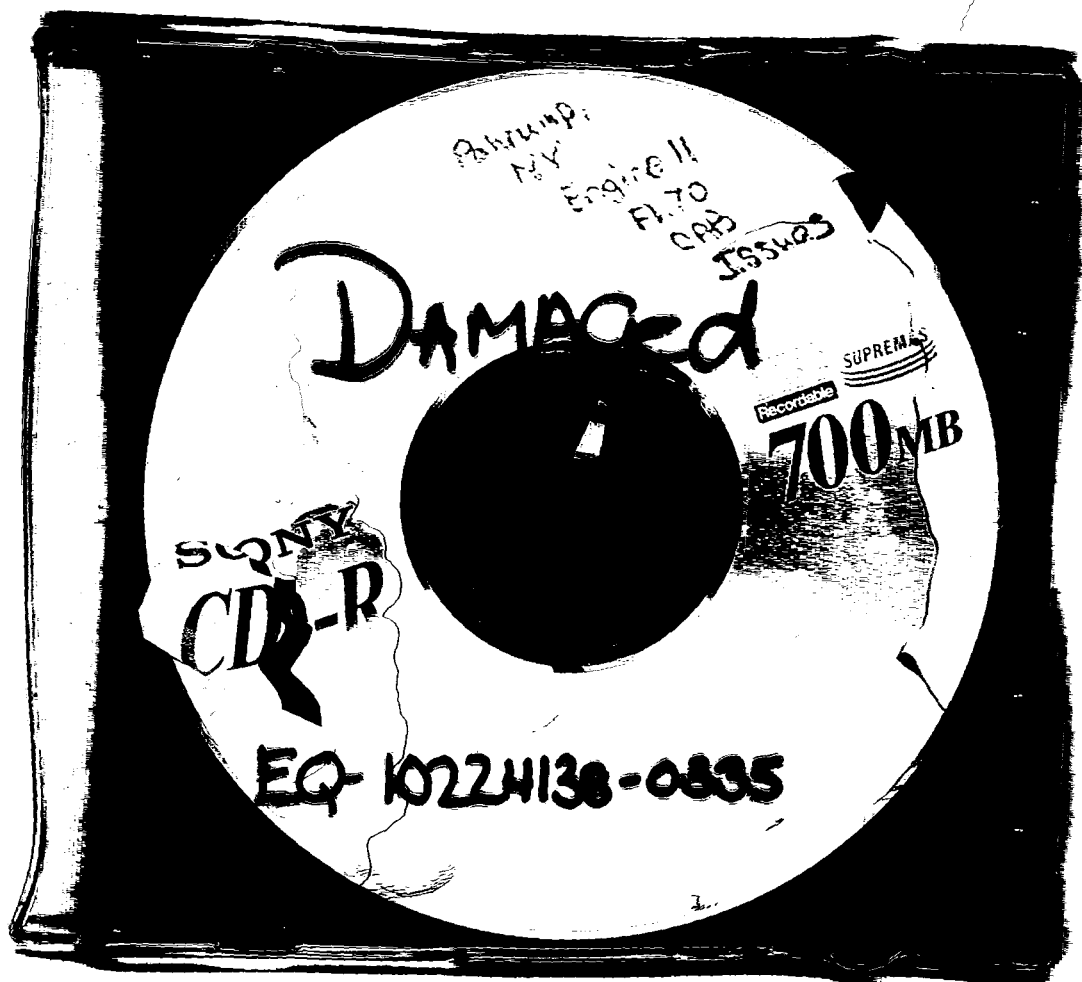
Roof drip lip



Door
Frame



Door
Frame



Babypop
NY
Engine II
A.70
CAB
ISSUES

DAMAGED

SONY
CD-R

SUPREMA
Recordable
700MB

EQ-10224138-0835