

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

Vehicle Owner's Questionnaire TO REPORT VEHICLE SAFETY DEFECTS

Call: 888-327-4236

Visit: www.safercar.gov

Fax this form: 202-366-7882 or 202-366-3171

Mail this form: see page 2 for instructions

FOR AGENCY USE ONLY

Date Received

Repository ☐

Reference No.

10314305

OWNER INFORMATION (Type or Print)

Name

Street No.

Apt. No.

City **Los Angeles**State **CA**

Zip Code

Daytime Telephone Number

Evening Telephone Number

E-mail

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?

In the absence of authorization, NHTSA will provide a copy of this report to the vehicle manufacturer only during a defect investigation or when you make a complaint about recall performance or

☒ YES ☐ NO

Signature of Owner

Date **10/6/09**

VEHICLE INFORMATION

17 digit vehicle identification number (VIN) (Type or Print)

4VZAT1C907C
719F744975

Date Purchased

Dealer's Name and Telephone Number

11-03-06**Tom Johnson Camping Center**☒ Original Owner

Dealer's City

MARION

Transmission Type

☐ Manual☒ Automatic☒ Antilock Brakes☒ Cruise Control

Powertrain

☐ All-Wheel Drive☐ Front-Wheel Drive

Make

Fleetwood**American****Eagle****07****53000**Engine: **500HP****Cummins**No. Cylinders **6**

Fuel Type:

☒ Diesel ☐ Hybrid☐ Gas ☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component Name

Incident Date(s)

Failure Mileage

Failure Speed

Failure Location

☐ Driver ☐ Passenger☐ Front ☐ Rear

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make/Brand

Tire Model/Line

Tire Name

Tire Size (Example: P215/65R1105)

Failed Structure

☐ Tread ☐ Sidewall ☐ Bead

DOT No. (Example: DOT MAL9ABC036 on sidewall)

☐ Original Equipment☐ Prior Repair

Failure Type:

☐ Blowout☐ Blister☐ Crack☐ Torn☐ Tread Separation☐ Road Hazard☐ Out of Round

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make

Date Manufactured

Model Number and Name

Seat Type

☐ Infant☐ Booster☐ Integrated☐ Convertible☐ Other

Installed in Vehicle using the:

☐ Vehicle safety belt☐ LATCH system*

*Vehicle info required

Failed Part. Describe Failure Below

☐ Base☐ Harness/Buckle☐ LATCH Connector☐ Shell☐ Handle☐ Other

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

Number of Deaths

Police Report No.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies).

See Attachment**4VZAT1C907C****719F74497584****044-97584**

Continue on page 2.

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to a49 U.S.C. Chapter 301. You are under no obligation to respond to this questionnaire. Your response may be used to assist NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If NHTSA proceeds with administration enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

ATTACHMENT TO NHTSA VEHICLE OWNER'S QUESTIONNAIRE

Owner:

[REDACTED]
Los Angeles, California [REDACTED]

We purchased our Fleetwood American Eagle 42ft. and 11 inches motorhome November 2006. This was a new motorhome that had only be used for show demonstrations. My motorhome does not carry the manufacturer's printed and certified CCC, and with the current designated front axle, wheels and tires, plus braking system, our coach is a hazard on the road. It is an extreme dangerous situation that could lead to a fatal accident.

I request the NHTSB send out notices to owners of all 2007, 2008, and many of the 2009 Fleetwood American Coach owners with a 42ft. and 45 ft. motorhomes with **14,600** front axles. The coaches according to Fleetwood authorities should carry **minimal** water, cargo, and ½ fuels. An official notification needs to be sent to these owners warning them of the unworthiness of their coach.

It is to my understanding, many of the affected coach owners are **NOT** aware of this issue since Fleetwood refuses to officially notify the owners, using bankruptcy as an excuse. The new Fleetwood owners indicate it is not there problem. Also, it has been suggested by Fleetwood authorities we (motorhome owners) stop and cease any open communications with our professional organization American Coach Association (ACA), This organization is supported by Fleetwood for two national meetings per year. If we don't cease open communication of this issue they have threatened they will no longer contribute resources to the national meetings. I believe this is blackmail.

Below is a summary of the problem:

The manufacturer originally weighed the coach in May 2008 at my request. The computed cargo carrying capacity (CCC) of our motorhome is 4,092 lbs, after factoring in full water, propane and fuel. The Federal CCC standard considers that 308 lbs of passenger weight is factored into the computation of each motorhome's available CCC; any passenger weight in excess of 308 lbs. is deemed part of the coach's available cargo. To obtain our legal cargo carrying capacity, I need to do the following:

- Adjust our actual cargo/passenger weight of 3,065 lbs. downward by 508 lbs. to a revised and comparable CCC weight of 2,587 lbs.
- Compare our certified CCC of 4,092 lbs. to our revised, actual weight of 2,587 which shows a difference of 1,505 lbs.

Our motorhome's front axle is rated as:

- At each front tire, 7,300 lbs.
- A total of 14,600 lbs. on the front axle

Thus, our motorhome has reached and exceeded the front axle rating. If we attempted to reach our certified CCC, we far exceed the front axle rating and the result would be an extreme overloaded front axle.

We are now required as suggested by Fleetwood authorities to travel with ½ fuel, minimum water, and reduce the weight as much as possible on the front axle and remain under the 15,200 lbs. rated axle limit.


October 6, 2009