



U.S. Department of Transportation

National 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

2010 FEB 24 AM 9:19

FOR AGENCY USE ONLY	
Date Received	Repository <input type="checkbox"/>
Reference No.	10314307

OWNER INFORMATION (Type or Print)			Daytime Telephone Number	
Name	[REDACTED]		[REDACTED]	
Street No.	[REDACTED]		Evening Telephone Number	
City	State	Zip Code	E-mail	
LAS VEGAS	NV	[REDACTED]	[REDACTED]	

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
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 on your vehicle.

Signature of Owner _____ Date 9/29/09

VEHICLE INFORMATION						
17 digit Vehicle Identification number located at bottom of windshield on driver's side			Make	Model	Year	Current Mileage
4VZBT10999C [REDACTED]			FLEETWOOD AMERICAN COACH	ALLIANCE 420	2009	13475
Date Purchased	Dealer's Name and Telephone Number		Engine	Fuel Type:		
JULY 2008	BEAURY'S 520-889-6000		CUMMINS ISL	<input checked="" type="checkbox"/> Diesel <input type="checkbox"/> Hybrid <input type="checkbox"/> Gas <input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Original Owner	Dealer's City	State	Zip Code	No. Cylinders		
	TUCSON, AZ	AZ		6		
Transmission Type	<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control		Powertrain			
<input checked="" type="checkbox"/> Automatic			<input type="checkbox"/> All-Wheel Drive <input checked="" type="checkbox"/> Rear-Wheel Drive <input type="checkbox"/> Front-Wheel Drive <input type="checkbox"/> Four-Wheel Drive			

FAILED COMPONENT(S)/PART(S) INFORMATION					
Component Name	Incident Date(s)	Failure Mileage	Failure Speed	Failure Location	
				<input type="checkbox"/> Driver <input type="checkbox"/> Passenger <input type="checkbox"/> Front <input type="checkbox"/> 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	DOT No. (Example: DOT MAL9ABC036 on sidewall)		<input type="checkbox"/> Original Equipment
<input type="checkbox"/> Tread <input type="checkbox"/> Sidewall <input type="checkbox"/> Bead			<input type="checkbox"/> Prior Repair
Failure Type:	<input type="checkbox"/> Blowout <input type="checkbox"/> Blister <input type="checkbox"/> Crack <input type="checkbox"/> Torn <input type="checkbox"/> Tread Separation <input type="checkbox"/> Road Hazard <input type="checkbox"/> Out of Round		

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE		
Make	Date Manufactured	Model Number and Name
Seat Type	Installed in Vehicle using the:	
<input type="checkbox"/> Infant <input type="checkbox"/> Booster <input type="checkbox"/> Integrated <input type="checkbox"/> Convertible <input type="checkbox"/> Other	<input type="checkbox"/> Vehicle safety belt <input type="checkbox"/> LATCH system* <small>*Vehicle info required</small>	
Failed Part. Describe Failure Below		
<input type="checkbox"/> Base <input type="checkbox"/> Harness/Buckle <input type="checkbox"/> LATCH Connector <input type="checkbox"/> Shell <input type="checkbox"/> Handle <input type="checkbox"/> Other		

APPLICABLE INCIDENT INFORMATION				
<i>(Please describe in detail the Incident(s), Failure(s), Crash(es), and Injury(ies).)</i>				
Crash	Fire	Number of Persons Injured	Number of Deaths	Police Report No.
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			

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

SEE ATTACHMENT

Continue on page 2

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WEIGHING RECORD
NOTE: ALL RATINGS AND WEIGHTS IN POUNDS

MOTORHOME/TRUCK: 2009 American Allegiance

Record #28947

DATE: 8/3/09

TOWED CAR/TRAILER:

RATINGS									
FRONT	RIGHT FRONT	5.515	0	HITCH	0	0	0	OUTER TIRES	INNER TIRES
	7.300	5.515	5.660		TOW	0	0		
	14.600	20.000	10.000	0	0	0	0	AXLES	TIRE PRESSURE
	110	90	80	VERTICAL	0	0	0		
LEFT FRONT	5.515	0	0	0	0	0	INNER TIRES	OUTER TIRES	
GVWR: 44.600		GCWR: 0		TOW BAR: 0		GVWR: 0			

LOAD MEASUREMENTS									
FRONT	0	0	0	TOW	0	0	0	RIGHT TIRES	AXLES
	7.600	8.200	4.100		0	0	0		
	15.100	16.600	7.800	0	0	0	LEFT TIRES		
	7.500	8.300	3.700	0	0	0			
MOTORHOME/TRUCK WEIGHT: 39.500			TOWED CAR/TRAILER WEIGHT: 0			COMBINED WEIGHT: 39.500			
Unloaded Tow Truck: 0									

MARGINS									
(GREEN NUMBERS = SAFETY MARGIN)					(-RED NEGATIVE NUMBERS) = OVERLOAD!				
FRONT	(-300)	2.730	1.560	TOW	N/A	N/A	N/A	RIGHT TIRES	AXLES
	(-500)	3.400	2.200		N/A	N/A	N/A		
	(-200)	2.730	1.960	VERTICAL	N/A	N/A	N/A	LEFT TIRES	
	GVWR: 5.100		GCWR: N/A		TOW BAR: N/A		GVWR: N/A		

INVOICE

RESTORING & SERVICE GROUP OF GVS BUS CO	DATE: 8/3/09	AMOUNT DUE: 50.00	PAID
	DATE: 8/3/09	AMOUNT PAID: 50.00	
	DATE: 8/3/09	AMOUNT DUE: 0.00	

Important Note: The Weighing Record Information sheet enclosed with this report is an integral part of the information provided

40 GAL FUEL
Full WATER

#2 B

Spartan Chassis Inc.

Motorhome
Serial # 67852
Fuel Percentage 38
People 8

11:08 am 09/02/09

7370 lb Front 7370 lb
14973 + 473
8250 lb Mid 8250 lb
3828 lb Rear 3828 lb

14973 lb Front Axle

14973 lb Mid Axle

7880 lb Rear Axle

Total Weight
38910 lb

#2 A

Spartan Chassis Inc.

Motorhome
Serial # 67852
Fuel Percentage 1
People 4

12:42 pm 08/11/09

7660 lb Front 7660 lb
15460
8320 lb Mid 8320 lb
3860 lb Rear 3860 lb
7900

15460 lb Front Axle
+ 260

16440 lb Mid Axle
- 3760

7900 lb Rear Axle
- 2040

Total Weight
46960 lb

#3
FEDERAL CERTIFICATION TAG

MFD BY: FLEETWOOD MOTOR HOMES OF INDIANA INC
DATE MFD: JUN/08
INC VEH MFD BY: SPARTAN CUSTOM CHASSIS
DATE OF VEH MFD: MAY/08

GVWR:	20,231	KG (	44,600	LB)
FRONT GAWR:	6,623	KG (	14,600	LB)
		WITH:	22.5 X 8.25	RIMS
	295/80R 22.5	TIRES AT:	827	KPA COLD SINGLE
		(	120	PSI)
INTERMEDIATE GAWR:	9,072	KG (	20,000	LB)
		WITH:	22.5 X 8.25	RIMS
	295/80R 22.5	TIRES AT:	552	KPA COLD DUAL
		(	90	PSI)
REAR GAWR:	4,536	KG (	10,000	LB)
		WITH:	22.5 X 8.25	RIMS
	295/80R 22.5	TIRES AT:	621	KPA COLD SINGLE
		(	80	PSI)

GAWR COMBINED INTERMEDIATE AND REAR 13,608 KG (30,000 LB)

THIS VEHICLE HAS BEEN COMPLETED IN ACCORDANCE WITH THE PRIOR MANUFACTURERS' IVD WHERE APPLICABLE. THIS VEHICLE CONFORMS TO ALL APPLICABLE MOTOR VEHICLE SAFETY STANDARDS, IN EFFECT IN MAY/08

V.I.N. 4VZBT1D999C [REDACTED]

TYPE VEHICLE: MULTI-PURPOSE PASSENGER VEHICLE

The tires and wheels with sizes and ratings designated above have been equipped with this vehicle by Fleetwood. Any replacement tires installed must meet the same specifications and minimum load requirements.

FLEETWOOD MOTOR HOMES OF INDIANA INC	
PRODUCT : 2009 ALLEGIANCE 42G	YEAR : 2009 MODEL : 42G
FIN: 771G94403530	kilograms (pounds)
GROSS VEHICLE WEIGHT RATING (GVWR):	20,231 (44,600)
FACTORY WEIGHT ON 06-17-2008	16,650 (36,706)
OCCUPANT AND CARGO CARRYING CAPACITY (OCCC)	3,581 (7,894)
FULL FRESH WATER TANK 90 gal @ 8.3 lb/gal	339 (747)
FULL WATER HEATER TANK 10 gal @ 8.3 lb/gal	38 (83)
GROSS COMBINED WEIGHT RATING (GCWR):	27,035 (59,600)
MAX. GROSS TOWED WEIGHT	3,402 (7,500)
MAX. TONGUE WEIGHT	340 (750)

MOTORHOME OCCUPANT AND CARGO CARRYING CAPACITY

VIN: 4VZBT1D999C [REDACTED]

THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD NEVER EXCEED:

3,581 kg or 7,894 lbs

Safety belt equipped seating capacity : 7

CAUTION:

A Full load of water equals 377 kg or 830 lbs of cargo @ 1kg/L (8.3 lb/gal) and the tongue weight of a towed trailer counts as cargo

CAUTION: LOAD CARRYING CAPACITY REDUCED

Modifications to this vehicle have reduced the original load carrying capacity by

_____ kg or _____ lbs

ATTACHMENT TO NHTSA VEHICLE OWNER'S QUESTIONNAIRE

Owner:

[REDACTED]
Las Vegas, NV [REDACTED]

We purchased our new Fleetwood American Coach American Allegiance 42' motorhome in July 2008. My motorhome will not carry the manufacturer's printed and certified CCC, and presents a very dangerous situation.

It was several months before I was told of the weight problems with my coach.

On August 3, 2009 I had the coach weighed at the Family Motor Coach International Convention in Bowling Green, OH. The results are attached, attachment #1. I had driven the coach from Decatur, IN to Bowling Green, OH so I weighed with approx. $\frac{3}{4}$ tank of fuel. We had been dry camping at the conference so I had a full tank of fresh water for several days with some being transferred by usage to the waste water tanks. The coach was weighed with three people and loaded with the things we normally travel with. As you can see the coach exceeded the front axle rating by 500 lbs. we were under the GVWR by 5600 lbs.

I had the coach weighed again on 8/18/2009, attachment 2-A. At this weighing I had full fuel and fresh water tanks, empty waste water tanks. There was a Spartan employee in the coach in addition to me and the two others with whom I normally travel. At this weighing the front axle was overloaded by 860 lbs. Even subtracting 180 lbs for the 4th person, the rating is still exceeded by 680 lbs. Even with the 4th person the coach is still 4540 lbs. under the GVWR of 44600 lbs.

I had the coach weighed again on 9/2/2009 at Spartan Motors, see attachment #2-B. At this weighing there was no one in the coach, there was about a third of a tank of fuel and both fresh and waste water tanks were only partially filled. At 14490 lbs. the front axle was near its rated capacity. Again the GVWR was 5690 lbs. under the rating. If the weight of the three people normally traveling in the coach are added in, approximately 475 lbs and considering all the weight going on

the front axle, The front axle is over it's rating by 365 lbs. Having the fuel level at 1/3 is not the way we normally start a trip, it is where I usually start looking for a place to refuel.

After these weight results I have modified the way I load the vehicle. I try to never carry more than ¾ tank of fuel, ¼ tank of fresh water and with waste tanks empty. I have removed most non essential items from the coach, both inside and in the storage areas. I have also moved everything possible toward the rear of the coach. I have also at my own expense changed the front tires and wheels to ones with a higher carrying capacity, in the hope of adding a small margin of safety. This is clearly not the way the coach was intended to be used and certainly not what I was lead to believe by both Beaudry RV and American Coach at the time of purchase.

I have discussed this weight problem with several executives at Fleetwood RV. They all claim a safety facto is built into the axle ratings and there have been no safety problems. At the same time they tell me to not exceed the rating.

