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From: 4ME
To: EVOQ (NHTSA); Robertson, Faithia (NHTSA); Lewis, Brenton
Cc: NHTSA ODI CED; Marion Strasser-King; AnnMarie Ambrose
Subject: ODI-11484655
Date: Friday, May 19, 2023 3:33:00 PM

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From: [redacted]
Sent: Thursday, May 18, 2023 11:16 AM
To: nhtsa.webmaster@dot.gov <nhtsa.webmaster@dot.gov>
Subject: #11484655 / Final Attempt / Forest River CCC 38EKS - 2021 Build

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Good Morning,

I find it absolutely ludicrous that I am ONCE AGAIN reaching out to your department, as advised by both the Attorney General's Office of Florida and the Lemon Law Arbitration Division of Florida.

Please note that both STRONGLY advised that I follow up with you, regarding my complaint filed September 15, 2022, (Complaint #11484655) which of course fell on deaf ears, yet the issues continue with the recreational vehicle manufacturers, most of which are built in Indiana. The email I received from your office is laughable, as it states:

Quote:

This email is to confirm we received your vehicle complaint submitted to the National Highway Traffic Safety Administration (NHTSA). Thank you for this public service as it is through actions like yours that together we can save lives on America's roadways.

So here I am again TRYING TO KEEP AMERICA'S ROADWAYS SAFE, but you don't seem to care. That being said, Forest River Cedar Creek Champagne 2021 Build/38EKS model(s); and I say plural because I have read that I am not alone in my endeavor to call out Forest River, a Berkshire Hathaway Warren Buffet owned empire who are pumping out RV after RV after RV, because the Federal Government does NOT place strict guidelines on the 5th Wheel and/or Travel Trailer industry nor are these models covered under the Lemon Law, WHY???

Riddle me this: If I decide to take to the waterways and purchase a vessel, it is recommended that I take a Captains Course or Boater Safety Course, but it is NOT a requirement unless I was born after 1988, seriously? So a person being born before 1988 is far more responsible, yeah okay? If I decided to trailer a 43ft 5th Wheel (like the Forest River Cedar Creek Champagne 38EKS) or drive a 40ft RV (less than 26,000 pounds), it is NOT a requirement to obtain my CDL license. But if I decide to save on gas and downgrade to only (2) wheels, I am MANDATED in every State to take a Motorcycle Course and carry said endorsement. Now a motorcyclist normally impacts oneself on the roadways when they make a bad decision, but a 17,000+++ pound weapon without any sort of credentials is basically able to murder people on the roadways; and yes it is murder, because a responsible person gets proper training even without being told to do so. However, our Country is not filled with responsible people, now is it? So I ask how much sense does any of this make to the NHTSA???

Furthermore the Lemon Laws only cover RV's with an engine, although my $100k+ 5th Wheel is more expensive than B+, C

Class, some A Class and some Super C Class models. Let's take a minute and open our ears, how about that for a change? By all accounts, the Lemon Law arbitration division states that my story and examples are "**quite compelling**" yet I get zero traction from the very agencies designed to protect the citizens of the United States of America. It really makes me want to investigate who has stock in the RV industry. I mean Buffet's name is on it, so it must be a good/solid investment, right?

So AGAIN, take a moment and listen please!!! The Forest River Cedar Creek Champagne division is pumping out dangerous products without any sort of safeguards or regulations in place. My 2021 model did not have a squared front entry door, which locked me inside for hours upon hours, while the Florida sun expanded the door and then shrinking at dusk, so I could open the door to the outside. AGAIN, I am disabled so throwing a shoulder into it was clearly out of the question, not to mention the likelihood of falling down the steep staircase had a fire occured. At first extension, the large slide wall Thule 100+ pound awning came crashing down, why? It's all on video and we are so lucky that someone was not near the area when it came crashing down against the glass slide wall. Guess what? They used regular average screws to hold it up, no backer boards used and best of all was the under voltage wire gauge for the awning, which later became a fire hazard recall.

I have so much more to add, but I reach out to you today because I would like an answer as to WHY I never received any follow-up? I know you're busy, but I need to paint you a very clear picture. The inflation in our Country is forcing people from brick and mortar; and where do you think they are going????? Yep, they are buying RV's with little to no experience in ownership; and certainly no endorsement driving requirements. I have been RVing for decades, so I know how to troubleshoot. What I am pleading for is that your agency start stepping up and stepping in, placing stricter regulations on the RV Dynasty, because the Warren Buffets of our World are all about profit, profit, profit and nothing more. Remember, skilled labor is becoming a thing of the past. Imagine you and your family are riding in the right lane next to my 17,500+ pound RV 5th Wheel, the awning comes crashing down while we are traveling 60 to 65mph, that awning is now being held by a thin bead of fabric, which dettaches and guess what, you're gone! I can promise you that a driver trailering a rig in this situation would be so startled, only God knows how he/she reacts, but it's not pretty. I will also tell you this, after I lodged complaint after complaint, guess who removed that dangerous awning from their future units without being told by the Government to do so? Yep, Forest River is no longer putting that Thule awning on the slide walls, kudos for that outcome. Except they (and other manufacturers) still have loads more work to do; and having stricter regulations is a great place to start.

Tidbit: I ran so fast from my Nexus Viper and into the Forest River, not realising that both companies sacrifice safety for profit. My Viper was at a weight of 14,700 on a 14,500 chassis; and without all of its gear, full tank of gas or passengers having been loaded. I challenged Mr. Middleton of Nexus RV in October 2020, who in turn paid for additional leaf springs to be installed, which made the ride horrible. If you don't believe me, I encourage you to review Smith v. Nexus 3:17-CV-00815 DRL-MGG which was in June of 2020, whereby this case is referenced a ton of times these days, because there's simply not enough being done to regulate these companies from building dangerous coaches. I wondered why Mr. Middleon was so eager to work with us and now I know why, it's because he was facing a lawsuit for this very issue in the same year, I just didn't see the lawsuit until much later, because the MEDIA, our Government and the NHTSA aren't making these manufacturers FAMOUS by sharing these horrible stories. They either lie on the delivery about its weight, or they weigh them before modifications like the 800+ pound slides are installed (and the Viper has 3) or they are simply sending the coaches bone dry of everything; and only having a 100lb person driving them to the weight stations for its GVWR recording. My point is that ALL RV manufacturers need stricter Government watchdog groups, harsh financial penalties for violations and/or stripping of build licensing, so they wake up and see more than just the CHA-CHING each day! Our Country is getting more and more populated; and you're either going to stand up and take responsibility or you're the future root cause for increased death on our roadways, there's no other way to sugar coat it.

Finally, I expect a phone call or an email to tell me that my case is not worth investigating, so I can show the State of Florida that I had attempted reaching out to you, to no avail. I even filed a complaint with the Indiana Attorney General, who seems !@#bent filing frivolous lawsuits against ANY and ALL companies that do not employee thousands in their own backyard, so suing the RV industry in their own State, well that would be ecomomic suicide for Indiana, so that will never come to fruition! What makes me sick is that these RV Manufacturing Moguls settle these cases with the aggrieved, so they never really get the attention they deserve, which would at least pause future buyers had they known the truth about safety being compromised all for the sake of profit. I look forward to hearing from you very soon, as this complaint dates back eight months now, more than enough time to reach out to a tax paying United States of America Citizen.

I Remain Sincere,

Mobile