

 AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE NATIONWIDE 1-800-424-9393 DC METRO AREA 202-366-0123		FOR AGENCY USE ONLY RECEIVED 01 JAN 22 AM 1:11 OFFICE DEFECTS INVESTIGATION 550547	
OWNER INFORMATION (TYPE OR PRINT)			
NAME and ADDRESS 		DAY TIME TELEPHONE NO. (AREA CODE) 	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES ☒ NO ☐ In the absence of an authorization, NHTSA will NOT provide your name or address to the vehicle manufacturer.			
SIGNATURE OF OWNER 		DATE 1-10-00	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 3PCNF539XXJA12048		VEHICLE MAKE Fleetwood Motorhome on 1999 Ford Super-Chassis	
VEHICLE MODEL Flair 340		MODEL YEAR 1999	
*LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE			
CURRENT ODOMETER READING 005052		DATE PURCHASED 6-14-99 ☒ NEW ☐ USED	
DEALER'S NAME, CITY & STATE Minors RV Nampa, Idaho		ENGINE SIZE (CID/CC/L) 6.8L V-10 NO. CYLINDERS 8 ☐ TURBO ☐ DIESEL ☐ GAS ☒ FUEL INJECTN	
TRANSMISSION TYPE ☐ MANUAL ☒ AUTOMATIC	ANTILOCK BRAKES ☒ YES ☐ NO	RESTRAINT SYSTEM ☐ DRIVERSIDE AIRBAG ☐ MOTORBELT ☐ PASSENGERSIDE AIRBAG ☒ 3-POINT BELT ☐ 2-POINT BELT	CRUISE CONTROL ☒ YES ☐ NO
DRIVE TRAIN ☐ FRONT ☒ REAR ☐ 4-WHEEL		BODY STYLE STAWAG 4 DR ☐ HATCH BK ☐ 2 DR ☐ VAN ☐ PK UP TRK ☐ OTHER ☒	
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT Headlamps	PART NAME(S) Low Beams	LOCATION ☒ LEFT ☒ RIGHT ☒ FRONT ☐ REAR	FAILED PART(S) ☒ ORIGINAL ☐ REPLACEMENT
NO. OF FAILURES 1 continuous	DATE(S) OF FAILURE(S) From date of purchase till date of repair. MILEAGE AT FAILURE(S) Date it left factory is 004986 miles. VEHICLE SPEED AT FAILURE(S) NA		MANUFACTURER CONTACTED ☒ YES ☐ NO NHTSA PREVIOUSLY CONTACTED ☐ YES ☒ NO
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT ☐ YES ☒ NO	FIRE ☐ YES ☒ NO	NUMBER PERSONS INJURED NA	NUMBER OF FATALITIES NA
PROPERTY DAMAGE ESTS NA		POLICE REPORTED ☐ YES ☐ NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
Normally don't travel at night and didn't so unaware could not see with Low Beams until 9-14-99 when started on trip. No Fleetwood dealers enroute. On subsequent trip a Pasco, Wa. had no drawings- have to order- come back. He 500 miles away. Go home & call Fleetwood. Made appointment with an area dealer for 11-29-99. Nearly six weeks down the road. Still had some traveling to do before winter so decided to check myself while waiting. As a retired Foreman with 34 years association with vehicle maintenance as well as electrical & electronic equipment in the communications industry I was confident I might find something out so we could continue what we bought it for.			
CONTINUE ON BACK IF NEEDED			
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.			

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO.:

D O T

MANUFACTURER/TIRE NAME

SIZE

* The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

What I found was the headlamp sockets were not wired correctly for the bulb they are using.

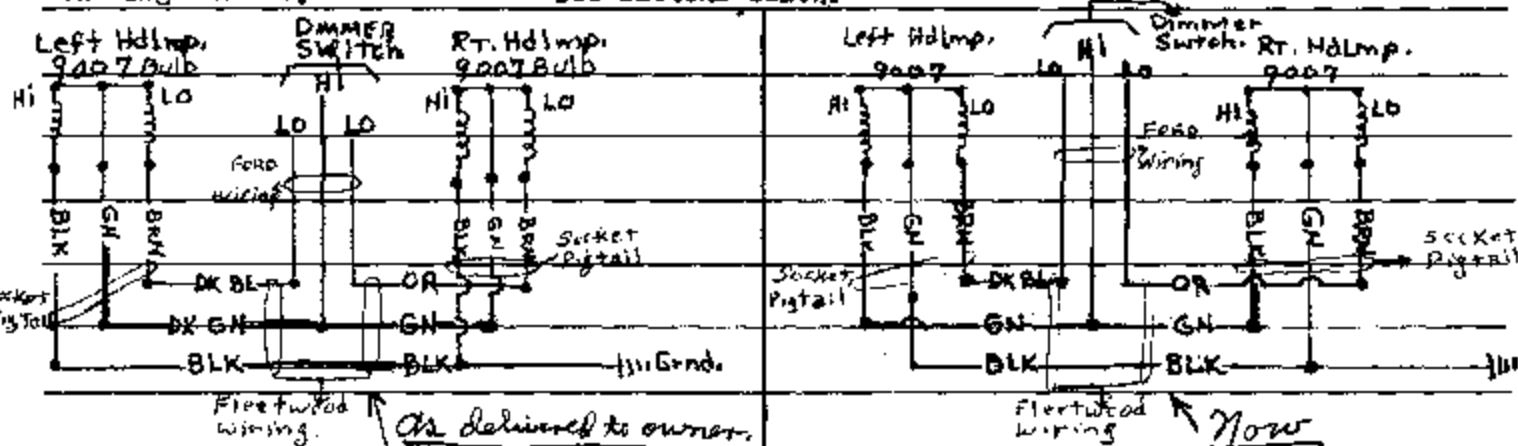
The ground wire inside the 9007 bulb is common to the top end of both High beam & Low beam filaments.

Fleetwood spliced the ground wire feed to the High beam punching on the socket & spliced the

High beam feed wire to the Ground punching on the bulb socket. The Low beam voltage seeking

Ground had to go thru Lo & Hi beam filaments in series, greatly reducing the voltage-

causing the very dim low beams. See sketches below.

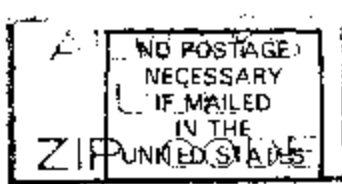


I swapped the High beam feed & the Ground feed at the socket pigtail to Fleetwood High beam & Ground feed, splices. Headlights are fine now. I am forwarding this to you in the interest of all the other owners. I can't believe mine was the only Meter Home that left the factory with a Low beam too dim to see the road.

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



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