

31 January, 2002

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7/10/02

✓ Nat'l Highway Traffic Safety Administration  
400 7th Street SW  
Washington, DC

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OFFICE  
DEFECTS INVESTIGATION

The purpose of this letter is to inform you of a safety issue that I am having with American Coach regarding the tire recall dated Nov 17, 1999 (copy enclosed). I have talked with American Coach on several occasions, and until recently I have always been told that my coach has an 11400# front end on it and is only entitled to one tire size upgrade (from 265/75 to 275/70). My latest round with American Coach resulted from my being under my coach and seeing a tag identifying the front end as a Model #1200, SN# 101568, and it was stamped 12000. I called Granning at Tuthill (1-219-279-3290) and talked with Greg. He insured me that I have a 12000# front end. I then talked with Steve Heiur at American Coach (1-800-435-7345) and after being approached with this info, he agreed that my coach does have the 12000 # front end, but being as it has an SE on the back indicates that it has a 10400# frame as rated by Spartan Motors. Mr. Heiur refused to authorize the upgrade my tires to the 80 series. When I bought the coach from Beaudry RV, the salesmen, Charlie Plum and Terry Bridgewater, told me the SE indicated that some of the fabrics on the inside was used from a run out of the '98 models, otherwise everything else was a 1999. I am enclosing a copy of the spec sheet where the SE option is specifically listed as 300HP ISC which is the new type engine. No mention of a frame degrade is listed, altho it does list a Spartan Chassis as option #11. I called Spartan Motors (1-800-543-4277) and talked with Steve. He looked up my Chassis #29470 and stated 'that my motor home has the same frame as all the rest of the American Traditions, it has a 12000# front end, just like all the rest, and that the only reason that my coach is rated with the 10400# front end is the fact that it had the 265/75 tires on it when it was built'. I suspect it was probably ordered out special by Beaudry RV as the smaller tires would give them a \$500-\$600 pricing advantage over their competition.

I am inclosing a copy of a correspondence that I had with American Coach a year or so ago in which I asked that the tires be upgraded or a written statement from someone in authority that my coach is save to drive with the present tire configuration. To date they have not done either one.

Doesn't it make since that if I have the same front end, the same frame, and same weight of all the other American Traditions that I should have the same tires as the others do? In fact, when they put the 275/70 tires on my coach they gave it the exact configuration that they are identifying in their recall notification. I also need a new decal for the inside of cab stating 12000# front end as it has the 275/70 tires that would have been certified by Spartan and American Coach.

Thank You,

[Redacted signature block]  
Livingston, TX  
[Redacted address]

*man*

cc/Fleetwood Motors  
President and CEO  
Decatur, IN

cc/Bob Humphries  
American Coach

cc/Steve Heiur  
American Coach

cc/Professor Farlow  
Coast to Coast Magazine  
Ventura, CA 93001

cc/Family Motor Coach  
Technical Inquiries  
8291 Clough Pike  
Cincinnati, OH 45244

cc/General Manager  
Beaudry RV  
Tucson, AZ 85740

07 August, 2000

Family Motor Coach Nat'l Office  
Technical Inquiries  
8291 Clough Pike  
Cincinnati, OH 45244

I have a 1999 American Tradition model 40TVS that I purchased new in Feb '99. It came out with 265/75R22.5 tires and as you know Fleetwood had a recall on all the American Coaches and up graded 1 tire size which means that I was given the 275/70R22.5 tires as replacements. Actually Fleetwood replaced the front 2 tires, and I purchased the 4 rear tires from their takeoffs and was later reimbursed for them. My concern is that all the other '99 model Traditions I have seen, originally had the 275/70R22.5 (like mine has now) and Fleetwood replaced them with the 275/80R22.5 tires because the 275/70R22.5's were unsafe. When I questioned Fleetwood about this they would only say that my coach evidently had a lighter front axle on it. This really does not make any sense to me. If 2 coaches are alike (size and weight wise) and one of them supposedly has a lighter axle then it looks to me like the lighter axle is more likely to be overloaded than the one with the heavier axle! I have enclosed a copy of the '99 American Tradition Coach Spec Sheet. The actual weight sheet attached to the inside of my coach exactly matches the weight data for the 38TTF Coach, not the 40TVS that I have, which means that I have lost 1600 pounds of GAWR on the front axle which is very important as we "Full Time". My question to you and to Fleetwood is "Is my coach actually safe with all the size and weight of the 40TVS and it's only equipped with the axle and tires of the shorter and lighter 38TTF, secondly. if it does indeed have the lighter axle shouldn't mine have the heavier axle too?" I would like to have a written statement from someone in authority at Fleetwood that my coach is safe as it is, otherwise I would like to have whatever it takes to make it safe, which includes the tires upgraded like all the other '99 model 40TVS Traditions and/or have the correct axle installed. I have weighted all 4 corners of my coach and I have to carry 120 PSI (which is max rated) in the front and 110PSI in the rear, and that high PSI's are very hard to maintain, and I'm still just a little over on the left front, (possibly due to the slide). I live in my Coach full time so it is very important that it be as safe as the specification indicated when we purchased it.

Thank You,

[REDACTED]  
[REDACTED]  
Livingston, TX  
[REDACTED]

cc/Fleetwood Motor homes  
American Coach Division  
1031 U.S. 224 East  
Decatur, IN 46733-5006

# MANUFACTURER'S SUGGESTED RETAIL PRICE

## FLEETWOOD®

DEALER 3EUDRY RV CENTER ADDRESS 3200 E IRVINGTON CITY TUCSON	59709	MANUFACTURING PLANT FLEETWOOD MOTOR HOMES PLT. #44	INV. REF. NO. 104429037
STATE AZ	ZIP 85706	BRAND-MODEL-COLOR AMERICAN TRADI 40 VS NEW SAGE	MODEL YEAR 1999
		VEHICLE SERIAL NUMBER 780VX4473231	DATE OF MANUFACTURE 06/24/98

THE FOLLOWING ITEMS ARE STANDARD ON THIS MODEL AT NO EXTRA CHARGE.

EASY CARE FIBERGLASS SIDEWALLS	N/C
STEEL CAGE VACUBOND SIDEWALLS	N/C
VACUBOND STORAGE COMPARTMENTS	N/C
UNDERCOATING	N/C
ONE PIECE RUBBER ROOF	N/C
APPROX 100 GAL FRESH WTR SYS	N/C
APPROX 40 GAL WASTE TANK	N/C
APPROX 60 GAL GREY WATER TANK	N/C
DELUXE CEILING VENTS WITH FANS	N/C
AWNING, DELUXE	N/C
SEMI AUTOMATIC LEVELING JACKS	N/C
TRAILER HITCH	N/C
ELECTRIC ENTRY STEP	N/C
AIR HORNS	N/C
REMOTE HTD. REAR VIEW MIRRORS	N/C
AM/FM/CASSETTE STEREO	N/C
TV ANTENNA	N/C
PRE-WIRED FOR CB RADIO	N/C
LIVING ROOM COLOR TELEVISION	N/C
BED ROOM COLOR TELEVISION	N/C
VIDEO CASSETTE RECORDER	N/C
REAR BACK-UP VIDEO CAMERA	N/C
LARGE DBL. DR. REFRIGERATOR	N/C
ICE MAKER	N/C
THREE BURNER RANGE WITH OVEN	N/C
CORIAN RANGE COVER	N/C
MICROWAVE CONVECTION OVEN	N/C
WASHER AND DRYER	N/C
5 GALLON D.S.I. WATER HEATER	N/C
EXTERIOR UTILITY FAUCET	N/C
WATER FILTER SYSTEM	N/C
DUAL AUTO IGNITION FURNACES	N/C
CAB AIR CONDITIONER	N/C
AC/DC POWER INVERTER	N/C
SOLID STATE POWER CONVERTER	N/C
SFI CIRCUIT PROTECTION	N/C
SMOKE DETECTOR	N/C
FIRE EXTINGUISHER	N/C
SOLAR PANEL SYSTEM	N/C
AUX. BATTERY DISCONNECT SWITCH	N/C
AUXILIARY START CIRCUIT	N/C
7.5KW GENERATOR-DIESEL	N/C
APPROX 42 GAL LPG TANK	N/C
LP LEAK DETECTOR	N/C
CO DETECTOR	N/C
DUAL GLAZED RADIUS WINDOWS	N/C
STN STL WHEEL SIMULATORS	N/C
DELUXE RADIAL TIRES	N/C
ARCHED ROOF W/DUCTED A/C SYS	N/C
AUXILIARY FOG LAMPS	N/C
TELESCOPIC/TILT STEERING WHEEL	N/C
3-POINT SEAT BELTS-DRVR/PASS	N/C
LOCKPIT FANS	N/C
AUTOMATED TV LIFT	N/C
SPRING MATTRESS	N/C
SLAND QUEEN BED	N/C
CORIAN COUNTER TOPS	N/C
LEADER LINED WARDROBE	N/C
PILE FLOORING GALLEY / LAVY	N/C
RECLINING BUCKET SEATS	N/C
RIVERS POWER SEAT	N/C
FULL OWNER CARE WARRANTY	N/C

MANUFACTURER'S SUGGESTED RETAIL PRICE OF THIS MODEL 185,780.00

OPTIONAL EQUIPMENT INSTALLED ON THIS VEHICLE BY MANUFACTURER

OPTION NUMBER	DESCRIPTION
011	SPARTAN CHASSIS
061	LADDER
067	COMPARTMENT SLIDEOUT TRAY 54
083	CD PLAYER
116	RECESSED COOKTOP
145	SIDE BY SIDE REFER W/ICEMAKER
177	SHOWER W/SEAT
192	STANDARD LEATHER LIVING ROOM
557	99SPECIAL EDITION300HP ISC
645	SCREEN DOOR
751	ABS BRAKES

*265/75  
Steve @ Spartan  
#2000 Gramis*

OPTIONS SUBTOTAL	9,289.00
VEHICLE TOTAL	195,069.00
RVIA SEAL FEES	25.05
DESTINATION CHARGE	1,381.00
DEALER PREP.	1,100.00
OTHER	
TOTAL AMOUNT	197,575.05

FLEETWOOD RESERVES THE RIGHT TO CHANGE PRICE AND SPECIFICATIONS WITHOUT NOTICE.

TOTAL AMOUNT DOES NOT INCLUDE STATE AND LOCAL TAXES OR LICENSE FEES. THE PRICE SHOWN ABOVE MAY OR MAY NOT BE REPRESENTATIVE OF THE ACTUAL SELLING PRICE OF SIMILAR RECREATIONAL VEHICLES IN YOUR AREA.

November 17, 1999

## **IMPORTANT RECALL INFORMATION**

Dear Valued American Coach Customer:

This important notice is being sent to you in accordance with the requirements of the National Highway Traffic and Motor Vehicles Safety Act.

Fleetwood Enterprises, Inc. has determined that a defect relating to motor vehicle safety exists in certain 1996 through 2000 model year American Eagle, American Dream and American Tradition class "A" motor homes built at our Decatur, Indiana manufacturing plants.

**What is the problem?** Subject motor homes, when built with a disproportionate front axle weight distribution, fully equipped, loaded with cargo, and operated with improper tire pressures, may experience an overload condition on a front tire. Overloading of a tire can lead to tire failure which can result in loss of vehicle control without warning and result in personal injury and/or vehicle damage.

**What will Fleetwood do?** The repair for this potential problem consists of adjusting the load on the front axle (if necessary) by making adjustments to the front and rear suspension. We will also replace the two front tires with larger capacity tires. Please rest assured that this repair will be performed only by an authorized repair facility and at no cost to you.

**If you have any questions or need additional information pertaining to this Recall #91015, please contact :**

**Fleetwood American Coach  
Customer Response Team  
1420 Patterson Street  
Decatur, IN 46733  
800-353-0226**

**How to schedule your motor home for repairs.**

Since this defect affects motor vehicle safety, it is recommended that you immediately have your motor home repaired by contacting one of the authorized Fleetwood repair facilities listed below and scheduling an appointment. When you call please refer to the 12 digit Fleetwood Identification Number of your motor home.

<u>Repair Facility</u>	<u>Location</u>	<u>Telephone Number</u>
American Coach Service	Decatur, IN	800-634-0648
Fleetwood Service Center	Riverside, CA	888-804-7990
Tom Johnson Camping Center	Marion, NC	800-225-7802
Lazy Days RV Center	Seffner, FL	800-626-7800
Beaudry RV Center	Tucson, AZ	800-284-4878
Poulsbo RV Center	Everett, WA	800-556-3878
Romania's RV Center	Eugene, OR	800-624-3355
Stoltzfus RV & Marine	West Chester, PA	800-860-1406
River City Products	San Antonio, TX	800-879-4277

It is imperative that you follow the loading information and instructions provided to you in your Fleetwood Owner's Manual in the *Motor Home Loading* chapter. Furthermore, it is essential for the safe operation of your motor home that the tire manufacturer's load and pressure directions are adhered to strictly.

It is our utmost concern that you reach the repair facility destination safely. The risk of tire failure is highly dependent upon how you load your motor home and the pressures you have maintained in your tires. **If you have underinflated or overloaded your tires in the past, you will be more at risk.**

Ensure you are comfortable driving your motor home to the specified location for repair. The following recommendations will further add to your ability to reach the repair facility safely:

1. **Inflate your tires to the maximum pressure.** Following are maximum inflation pressures for the original equipment tires on the subject motor home. Tire size designations as well as maximum pressure rating are also noted on the sidewall of the tires and on the rims.

**275/70 tires:** Maximum pressure is 120 psi front and rear.

**265/75 tires:** Maximum pressure is 110 psi front and 100 psi rear.

**255/70 tires:** Maximum pressure is 110 psi front and rear.

**245/75 tires:** Maximum pressure is 110 psi front and rear.

2. **Decrease the load on your front axle as much as possible by:**
  - a. Unloading any unnecessary cargo.
  - b. Moving heavier items to the rear of the motor home.
  - c. Limiting the amount of fresh water you carry.  
(Fresh water weighs approximately 8.3 lbs. per gallon.)
  - d. Limiting the amount of fuel you carry.  
(Diesel fuel weighs approximately 7.0 lbs. per gallon.)
3. **Drive slowly. Maintain speeds at or below 55 mph.**
4. **Visually inspect your tires before traveling and at intermediate stops during your trip.**
  - a. Look for anything unusual, soft spots, bulges, etc., or tires that feel significantly hotter than the other tires on your motor home. **Do not drive on your tires if you notice or detect anything unusual.**

When you deliver your motor home for repairs, your repair facility will complete a Fleetwood Repair Order. Upon completion of the repair, please sign the Repair Order and it will be returned to Fleetwood.

If you no longer own this vehicle, please notify Fleetwood by calling our Customer Assistance Group at 800-353-0226, stating the name, address, and telephone number of the person or dealership you sold it to. This will enable us to send this important recall information to the new owner.

**To ensure proper inflation pressure you must weigh your vehicle.** The weight of your vehicle can change significantly as you load it for different trips or even during the same trip as fuel, water and other liquid levels change. The only way to ensure the tires are not overloaded or underinflated is to weigh the vehicle. Be aware of changes in loading and weigh your vehicle regularly to ensure proper tire loading and inflation pressures. Ideally the weight on each individual tire should be determined in order to ensure the correct inflation pressure.

**If you are ever unsure of the loads on your tires you should maintain the maximum inflation pressure until actual loads can be verified.** You can determine the maximum air pressure by looking on the tires and the rims of your vehicle. Tires and rims both have an associated maximum air pressure. The maximum pressure of the tire is noted on the sidewall of the tire. The maximum pressure of the rim is noted on the rim. The maximum pressure of the rim may not be the same as the maximum pressure of the tire. Never exceed the maximum pressure of either the tire or the rim.

### **The Effects of Overloading / Underinflation**

**Overloading or underinflation can lead to unexpected tire failure.** Exceeding the rated load of a tire or maintaining an inflation pressure that is less than that required for the load can seriously and permanently damage a tire and lead to a tire failure.

**WARNING: Running a tire in an overloaded condition (exceeding the maximum rated load of the tire or maintaining an inflation pressure less than that required for the load) can lead to an unexpected tire failure.**

**The damage caused by running a tire in an overload / underinflated condition is permanent.** Simply adding air pressure or reducing the load on a tire that was operated in an overload / underinflated condition is not sufficient for eliminating the potential for a tire failure. Any tire known or suspected at being ran at 80% or less of the inflation pressure required for the load should be inspected by a trained tire technician or replaced before continuing service.

**WARNING: The damage caused by running a tire in an overload / underinflated condition is permanent. Any tire known or suspected of being ran at 80% or less of the inflation pressure required for the load on that tire must be inspected by a trained tire technician or replaced before continuing service.**

**Feel your tires at stops during trips.** Getting a feel for the temperature of your tires may help identify problems early. The effects of running a tire underinflated or overloaded cause heat build up in the tire. A tire that has been run underinflated or overloaded will be noticeably hotter than a tire that has been run at the proper loads and inflation pressures. Tires that are noticeably hotter than the other tires on the vehicle or are hotter than usual should be checked for possible overload or underinflation.

## **Tire Pressure Maintenance**

Checking and maintaining proper inflation pressure is an important part of getting the maximum performance out of the motor homes tires. The following are minimum recommendations for ensuring proper tire loading and inflation pressures.

- 1.) **Always perform inflation pressure checks and adjustments on cold tires.** Inflation pressures are noted as cold inflation pressures. Cold tires are tires that have not been driven for approximately three hours or have been driven less than a mile.
- 2.) **Check tire pressures once a week and before each trip.** Also, do not forget to check your rear inner duals.
- 3.) **Have your vehicle weighed.** Proper inflation pressures can only be ensured if the weight of the vehicle is known. Understand that the weight of your vehicle will change based on how you load it for each trip and also the amount of liquids you carry such as fuel and fresh water. Ideally the weight on each individual tire should be determined in order to ensure proper load and inflation pressures.
- 4.) **Do not bleed air out of warm tires.** Tire pressures will increase in a tire as it warms up due to being driven on and / or ambient conditions. Do not bleed air out of these warmed up tires.
- 5.) **Perform visual inspections of your tires.** When checking the air pressure of your tires take time to give your tires a good visual inspection. Look for any signs of wear or anomalies, such as bulges or soft spots. Have anything unusual checked out by a trained tire technician.
- 6.) **Feel your tires.** While at stops during trips feel your tires and note any that seem to be hotter than usual or hotter than the other tires on the vehicle. A tire that feels hot compared to other tires or compared to how it usually feels should be checked for proper load and inflation pressure.

If you are unable to obtain the specified repair promptly and without charge, please contact:

**Fleetwood American Coach  
Customer Response Team  
1420 Patterson Street  
Decatur, IN 46733  
800-353-0226**

If you believe that the dealer and Fleetwood Enterprises, Inc. have failed or have been unable to remedy the defect without charge or within a reasonable period of time, you may submit a complaint to:

**Administrator  
National Highway Traffic Safety Administration  
400 Seventh Street SW  
Washington, D.C. 20590**

or call the toll-free Auto Safety Hotline at (800) 424-9393. Residents of Washington D.C. area should call (202) 366-0123.

Fleetwood regrets any inconvenience this situation may cause you. We are taking these steps in the interest of your safety. We appreciate your prompt assistance in eliminating a potential hazard.

This letter does not constitute an acknowledgment of legal liability.

Sincerely,

FLEETWOOD ENTERPRISES, INC.



**Chuck James  
Parts & Service Manager  
American Coach**

# AMERICAN COACH RECALL ANNOUNCEMENT

As many of you are aware, there has been growing concern among motor home owners, dealers, and manufacturers about tire blowouts. Several months ago American Coach began investigating the possible causes of this issue on our product, since we didn't appear to be any better (or worse) than other brands on the market. Our conclusions were that, although the tires provided on our units had enough capacity for the application, some customers lacked understanding of their unit weights and therefore tended to underinflate their tires. Underinflation is a major cause of tire blowout. We then undertook a campaign through our dealers and direct mailings to better educate our customers about these issues.

We now feel, however, that education is not enough. We feel that we need to make a change to the product that allows for a greater margin of safety for those people who might make mistakes in how their tires are maintained. Therefore, American Coach has decided to replace the front tires on all Eagles, Dreams, and Traditions made between 1996 and current with a larger capacity, more forgiving tire. Our intent is to wipe the slate clean by removing any potentially damaged tires from the field, starting our customers out with a fresh pair of tires and a better understanding of this issue.

We are also planning to address a front end weight bias that exists on some of our products. All motor homes, from any manufacturer, are built with natural imbalances. That is, if you weigh all 4 corners of your motor home the weights will always be different. We have discovered some of our units that are worse than others in this respect. We have a fix for this problem, and we are contacting those owners affected. The fix involves a shim in the rear suspension that acts to redistribute the weight on the front of the coach.

Some additional information on this issue:

- You will be contacted by phone and mail about where you can go to get new tires and have the weight bias corrected (if needed). You can also call 1-800-353-0226 for further information.
- This recall extends back only through 1996 models because prior to that model year total weight and weight bias were not significant.
- We will be replacing only front tires because total tire capacity with respect to axle capacity is much closer on the front axle than on the rear. At 120 psi, the front tires can carry 12,800 lb. on a 12,000 lb. axle, and the rear tires can carry 24,000 lb. on a 19,000 lb. axle.
- Fleetwood is attempting to make additional tires available at a reduced cost to those customers who choose to replace their rear tires as well.
- On some units the larger tire will hit the stepwell when turned to the left, and a modification to the stepwell will be made to eliminate the interference.
- With larger tires on the front of the unit, the traditional front-to-rear tire rotation pattern will be replaced with a side-to-side (same axle) pattern approved by all tire manufacturers.
- With the larger capacity tires on your unit, in most cases tire pressure can be kept at less than maximum for a more comfortable ride. Set pressure in accordance with tire pressure and loading charts.
- If you have previously replaced your Goodyear tires with same size tires from another manufacturer, Fleetwood will replace your front tires with larger capacity tires from that manufacturer. If you have previously replaced your Goodyear tires with larger tires from another manufacturer, Fleetwood will reimburse you for the cost of those front tires.
- The 7.5" rims on your unit are approved for the new tires.

It is our utmost concern that you reach the repair facility destination safely. The risk of tire failure is highly dependent on how you load your motor home and the air pressure you have maintained in your tires. If you have underinflated your tires in the past, you may be at greater risk. Be sure that you are comfortable driving your motor home to the specified location for repair. The following recommendations will further add to your ability to reach the repair site safely:

- Inflate your front tires to the maximum allowed pressure. For units with 275/70 tires this pressure is 120 psi, and for units with 265/75, 255/70, or 245/75 tires this pressure is 110 psi.
- Lighten the load on the front axle as much as possible by removing any unnecessary cargo, move heavier items toward the rear of the motor home, and limiting the amount of fresh water and fuel that you carry.
- Drive slowly. Maintain speeds at or below 55 mph.
- Visually inspect your tires frequently. Do not drive on your tires if you notice any soft spots, cracks, or bulges.

Although this campaign may be seen by some as excessive, it is in keeping with the American Coach philosophy to go the extra mile for your customers. It is imperative to us that you feel safe using your motor home, and we feel that this effort is an important step in regaining your confidence.

On a personal note, I would like to thank the folks that attended the Virginia Beach ACA rally for their overwhelming support for our action on this serious issue. I can't express how much your kind words and encouragement have meant to use here at American Coach, and I am convinced that, by working together, we can put this issue behind us.

**Bob Wheeler**  
American Coach Product Development Manager

**American *COACH* ASSOCIATION**

Anderson, SC

cc: Linda Romero  
Copy Cat Printing Co.  
209 N. Cushing Blvd.  
Kaplan, LA 70548

# TECH NOTES

By Bob Humphreys

## MORE ROBUST TIRES ON OUR COACHES

- ✓ American Coach is to be commended for their tire programs changing to oversize tires.
- At the factory in May for front mounted mirrors and showing our larger steer axle XZA-2 tires, I learned that Decatur was testing the Michelin XZA 295/80R 22.5 LRH tire on a Heritage coach. At the time, I did not feel it was appropriate to write about it, as our concerns were on the 275/70R 22.5 LRH G159 tire blowouts on American Eagles. The XZA has higher load limits in pounds at lower inflation pressures than the initial 11R22.5 LRH G159 tires. At 115 PSI the husky 7390-pounds single tire load limit is 14 percent greater and fortunately for change out both tires are 41.5 inches in diameter.
- As of 8-30-99, all of the approximately 33 Heritage coaches have the more robust tires. Interestingly, at the max 115 PSI inflation the above tire load limit is 11 to 16 percent greater at 115 PSI than the 295/75 R22.5 LRH G357 on the Monaco Executive tag axle coach with two slide outs. (One engineering data sheet lists this tire at 6610 at 110 PSI and another sheet 6610 at 120 PSI.)
- ✓ As of 9-17-99, American Coach has communicated the following:
1. The 275/80 R22.5 LRH oversized tires are approved for existing Eagles and Dreams. The driver's side front mudflap should be removed and the fastener in the approximate center of the rear mudflaps on both sides should be changed to a low profile head fastener.
  2. The right front fender wells on production coaches are being further modified to accept the larger diameter size 275/80R 22.5 LRH oversized tires.
  3. The oversize tires will be available on production Eagles and Dreams in the month of October.
  4. Recommendations or programs on aftermarket coaches are being reviewed.

I have new engineering data sheets from Goodyear listing their larger tire and it has essentially the same characteristics as the Michelin XZA-2 275/80R 22.5 LRH that I installed 3-3-99 on the front axle of our 97 Eagle. Being on a Gallig chassis, I had no problem with wheel well clearances with air bags inflated and deflated. I will be happy to send you engineering data sheets on both tires. I am aware of 12 to 16 AE coach owners that have installed the XZA-2 tires on the front axle and some who have replaced all six. I am checking to determine if the six tire replacement owners reprogrammed the odometer/speedometer. The same XZA-2 is the current tire on Foretravel coaches

LOAD LIMITS/MAX PSI/RIMS/DIA. IN./REVS. PER MILE				
TIRE	SINGLE LBS / PSI	APPROVED RIMS INCHES	DIAM. IN.	R/M
Goodyear 275/70R 22.5 LRH G159	6400 / 120	7.50/8.25	37.7*	551*
Bridgestone 275/70R 22.5 LRH R294	6365 / 120	8.25	38.0	547
Michelin 275/70R 22.5 LRH XZA-1	6384 / 120	7.50/8.25	38.0	545
Goodyear 275/80R 22.5 LRH G159	6940 / 120	7.50/8.25	40.2	517
Michelin 275/80R 22.5 LRH XZA-2	6940 / 115	7.50/8.25	40.0	519
<p>Note: Above is listed in respective engineering data sheets.</p> <p>*The new data sheet now lists this tire 37.6 inches and 552 revs/mile.</p>				

- I have been receiving many recent telephone calls from concerned owners on questions and wishing to install oversize tires on the front axle. I have mailed data to most of the callers. It is not my intent nor will I recommend a tire, however, now American Coach has approved oversized 275/80R 22.5 LRH tires so it is your choice.

### REFLECTIONS

I am not an authority on tires—Yes, I have gathered and read literature and engineering data published by the tire industry to make all of us more knowledgeable. I know nothing at all on tire R & D, designs, construction, testing, etc.

✓ Just because we hear of more steer axle tire problems on our coaches does not suggest other highline coaches do not have this problem as they do. In past columns I have described incidents on Newell, Monaco, Holiday, Beaver, Gulfstream and have indirect reports on several others. Also the tire problem is not limited to Goodyear as I have reports on failures on several competitive brands. It does appear that Goodyear has a majority of the tires on RV's.

√ Many AE and AD owners have not been inflating their 275/70R 22.5 LRH steer axle tires at Goodyear's recommendations set forth in the data sent out by American Coach on 8-9-99 because of the rough ride. As described in the data under inflation can permanently damage a tire. I still have a large supply of the 4 page service bulletin published by the Tire Division Rubber Manufacturer's Association with illustrations and descriptions of what happens to a tire if it has been run at 80% or less of normal operating inflation pressure and/or overloaded. Be cautious as we now have reports on steer axle tire blowouts at 5,000 – 6,000 miles.

√ Although the oversize 275/80R 22.5 LRH tire raises the center of gravity one inch it sure provides a softer ride with the combination of lower required inflation pressures and higher side wall.

√ In the 1/2/97 column I described the Goodyear tire engineering data sheet, illustrating inflation pressure PSI service load lbs. table, sent to me by Don's Dickerson Gillig chassis. Dons' footnote said scale the unit and follow these pressures as Gospel. I repeated this in 9/10/97 column. Very few owners requested this data chart. Also, the Gillig chassis owners manual has a section on tire inflation pressures and 1-800 phone numbers of the three major tire manufacturers for more details. The 1/2/99 column listed Goodyear's table on Tire Load Limits (Lbs.) at Various Cold Inflation Pressures (PSI) and safety recommendations have been in each column through 1999.

√ I dislike sounding like a broken record on tire safety, however, everyone is responsible for following tire safety recommendations. An owner in Colorado wrote me this week that he had taken delivery 9/98 on a new 1998 American Tradition from a major dealer with 1256 miles on the coach. On the first trip the steering was misbehaving and the owner checked all six tires which were only inflated to 65PSI. He called a roadside service truck that inflated to 100 and 110 PSI shown on the tires. Another incident where an owner told me his new American Eagle was delivered with 70 PSI and he inflated at the first diesel stop.

√ In the future, I hope to write only on helpful general information, programs, new developments, etc.

#### Safe Parking

- In the night, thieves stripped 5 coaches inside the Houston Cummins fenced facility. The loot was loaded into a stolen truck which crashed through the gate.

#### When Do You Change Chassis Hydraulic Power Fluid?

- When Robert Kaminsky told me De Montrond, the local AC dealer, was changing the hydraulic fluid at 25,000 miles, I was surprised. In the oil and gas industry, we used larger horsepower hydraulic pump/motor systems for fan drives on 5,000 HP engine compressors for continuous duty 8,700 hours per year and it was not changed unless an upset occurred since it was a closed system generating very little heat.

August 9, 1999

**FLEETWOOD®**

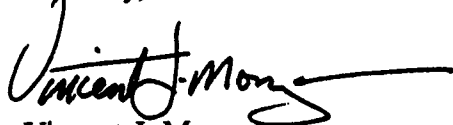
Dear Valued Customer:

Enclosed is a three page informational bulletin on tire care concerning proper loading and inflation pressures. Proper tire loading and inflation pressures are important factors in ensuring that the tires on your motor home perform safely and efficiently. Failure to maintain proper air pressure or overloading your tires will cause excessive wear, decrease fuel economy and may lead to tire failure. A tire failure due to overloading or underinflation could occur suddenly and result in a vehicle crash.

Fleetwood is providing this information to you so that you can get the most out of your motor home. Follow these recommendations to help ensure that you get the maximum performance and life out of your motor home tires.

Thank you again for choosing our product.

Sincerely,



Vincent J. Monza  
General Manager  
Fleetwood Motor Homes of Indiana #44

Enclosure

# TIRE PRESSURE INFORMATION

Maintaining proper air pressure is the most important factor in ensuring long tire life. The following information has been compiled to emphasize the proper care and maintenance of tires used on recreational vehicles in regards to proper air pressure.

## Load vs. Air Pressure

The load that a tire can carry is determined by the amount of air pressure in the tire. In order for a tire to perform as intended it must be inflated to the proper pressure for the load.

All tire manufacturers publish load vs. inflation pressure charts for the tires that they produce. See Figure One. These charts can be obtained from a tire dealer or may have been supplied in the owner's literature that came with your vehicle. These charts list the proper inflation pressure for tires based on the load on the tire. To use these charts, however, you must know how much the vehicle weighs.



### SERVICE LOAD AND INFLATION TABLE METRIC TIRES FOR TRUCKS, BUSES AND TRAILERS USED IN NORMAL HIGHWAY SERVICE RADIAL PLY TIRES

#### TIRE LOAD LIMITS (LBS) AT VARIOUS COLD INFLATION PRESSURES (PSI).

(The pressure is minimum for the load)

TIRE SIZE	Dual(D) Single(S)	PSI 70	75	80	85	90	95	100	105	110	115	120	125	130
TUBELESS TIRES MOUNTED ON 15" DROP CENTER RIMS														
215/75R17.5	D S					3490 3695	3645 3860	3800 4020	3950 4180	4100 4340	4245 4495	4395 4650	4540(H) 4805(H)	
225/70R19.5	D S	2720 2895	2860 3040	3000(E) 3195(E)	3115 3315	3245 3450	3415(F) 3640(F)	3490 3715	3615 3815	3750(G) 3970(G)				
245/70R19.5	D S	3415 3640	3515 3740	3655 3890	3875(F) 4080(F)	3940 4190	4075 4335	4375(G) 4545(G)	4500 4620	4625(H) 4805(H)				
265/70R19.5	D S			3750 3970	3930 4180	4095 4355	4300 4540	4405 4685	4560 4850	4805(G) 5070(G)				
255/70R22.5	D S	3585 3815	3765 4005	3970 4190	4110 4370	4275 4550	4410 4675	4455 4895	4610 5065	4675(G) 5205(G)	5070(H) 5510(H)			
275/70R22.5	D S				4535 4885	4750 5080	4960 5305	5165 5530	5370 5750	5575 5965	5775 6185	5975 6400	6175(H) 6610(H)	
245/75R22.5	D S	3260 3470	3425 3645	3640 3860	3740 3980	3890 4140	4080 4300	4190 4455	4335 4610	4410(G) 4675(G)	4475 4915	4675(H) 5205(H)		
265/75R22.5	D S		4040 4070	4205 4255	4370 4440	4525 4620	4685 4800	4805(G) 4975	5150	5205(G)				
295/75R22.5	D S	4690 4725	4885 4945	5070(F) 5155	5260 5370	5440 5510(F)	5675(G) 5780	5800 5980	6005(H) 6175(G)	6370	6610(H)			
285/75R24.5	D S		4740 4770	4930 4990	5205(F) 5210	5310 5420	5495 5675(F)	5675(G) 5835	5860 6040	6175(H) 6175(G)	6440	6780(H)		
315/80R22.5	D S				5840 6415	6070 6670	6395(G) 6940(G)	6540 7190	6770 7440	6940(H) 7610(H)	7210 7920	7610(J) 8270(J)		

Figure One