



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

Auto Safety Hotline

Vehicle Owner's Questionnaire

NATIONWIDE 1-800-424-9393
DC METRO AREA (202) 366-0123
INTERNET: <http://www.nhtsa.dot.gov>

FOR AGENCY USE ONLY 258

Date Received

04-AUG-2001

Ord. or
rt. dt
pd. rt
up. ltr

Reference No.

749799

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? ☐ YES ☐ NO
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner _____ Date ____/____/____

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (Locate at bottom of windshield or driver's side door)	Vehicle Make	Vehicle Model	Vehicle Year	Current Odometer Reading
1GBLP37J6V3311399	WINNEBAGO	BRAVE	1997	

Purchase Date 01-JUL-1997	Dealer's Name _____	Engine Size (CID/CC/L) <u>454</u>	☐ Turbo ☐ Diesel ☐ Gas ☒ Fuel Injection
☒ New ☐ Used	City _____ State _____ Zip Code _____	No Cylinders _____	
Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☒ Yes ☐ No	Restraint System ☒ 3-Point Belt ☐ Motorbelt ☐ Driverside Airbag ☐ 2-Point Bel ☐ Passengerside Airbag	Cruise Control ☒ Yes ☐ No
		Drive Train ☐ Front ☒ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Sport Util ☐ Van ☐ Truck ☐ Minivan ☐ Motorcycle ☐ Other _____
			Body Style ☐ 2-Door ☐ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☒ Other _____

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 04100000	Part Name(s) EMERGENCY PARKING BRAKE:MECHANICAL	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No of Failure	Date(s) of Failure(s) _____ Mileage at Failure(s) _____	Failed Part(s) ☐ Yes ☐ No	NHTSA Previously ☐ Yes ☐ No

APPLICATION INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies) on the back of this form)

Crash ☐ Yes ☐ No	Fire ☐ Yes ☒ No	Number of Persons Injured	Number of Fatalities	Estimated Property Damag	Reported to Police ☐ Yes ☒ No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

JULY 16, 2001 RECEIVED LETTER FROM CHEVROLET DIVISION-GENERAL MOTORS REGARDING CRASHES CAUSED BY AUTO BRAKE/PARKING BRAKE SYSTEM NOT HOLDING WHEN VEHICLES PARKED. MY AUTO BRAKE/PARKING BRAKE INEFFECTIVE SINCE VEHICLE FIRST DELIVERED, DEALER EXPLAINED AS SLOP/LAG IN TRANSMISSION PARK POSITION. RECENTLY I DISCOVERED VEHICLE DOES NOT ACTUALLY HAVE A PARKING PAWL IN TRANSMISSION, IT WAS REMOVED AT SOME TIME BY CHEVROLET. HAVE CALLED CHEVROLET CUSTOMER SERVICE, THEN HAVE BEEN NO HELP AND PEOPLE ARE NOT TRAINED TO FIELD CALLS FROM CUSTOMERS REGARDING MOTOR HOMES. THIS IS A VERY DANGEROUS CONDITION. ONE OF THEIR SUGGESTIONS IN THEIR LETTER WAS TO AVOID PARKING ON HILLS. THIS HARD TO DO IN MAJORITY OF CAMPGROUNDS. CHEVROLET CUSTOMER SERVICE ALSO REFUSES TO PROVIDE PHONE NU

CONTINUE ON REVERSE

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.

See ODI #

749799

May 1, 2002

RECEIVED
5/15/02

NAR
(57)

Kathleen DeMeter, Director
Office of Defects Investigation
Safety Assurance

RECEIVED
MAY - 3 11:02
OFFICE
DEFECTS INVESTIGATION
the number assigned

Dear Ms DeMeter:

Autobrake system Chevrolet P-30 Chassis Motorhomes ✓

Received your response to my e-mail Dated July 29, 2001. Was not impressed by a response taking this long, it to me shows lack of interest. This item in my opinion is extremely serious, and continues to be a problem as evidenced by letters and articles written in Highways Magazine, a Good Sam Camping club publication.

As far as my individual vehicle, its been repaired but I am still not happy with the way this system is designed. The local Chevy Dealer found the transmission seals defective and that the autobrake system probably never worked. They replaced the defective seals, the brake shoes and adjusted the system. For the first time since I have owned the vehicle the parking system holds. When this problem was reported to the dealer right after I took delivery, I was told it was slop in the transmission which allowed it to roll on the slight incline in front of my house. I accepted this explanation which now I know was incorrect. My mileage currently is 15,500 miles.

I believe all these vehicles should either be recalled or at the least all owners should be notified what system they have and how it operates. Reference the letter you attached from Chevrolet, when I first got this letter I called the number given by Chevrolet, they didn't even have a copy of the letter, after several calls they finally found the letter. All those I talked to made it clear they knew nothing about motorhomes. I asked for a number to call to talk to someone with knowledge of the system, I was told they could not provide one, in fact they were not allowed to call anyone. All Chevrolet Customer service would tell me was, take it to my dealer, have the vehicle checked and repaired, and pay for the repairs. At first all I wanted was information as to how my motorhome was equipped as the Owners handbook had many contradictions. I called Winnebago and got several opinions, one was ALL Motorhomes have a park position, the second was depends on which model you have, which I later found out is the correct answer. Winnebago wanted nothing to do with the problem, and acknowledged Chevrolet has made themselves un-reachable even to Winnebago. I then called the local Chevrolet dealer, they could not agree what year or model had what type of equipment. I also questioned fellow campers with the same P-30 chassis as I have, all thought that they had a parking pawl in the transmission, some got the letter and some had not. That was the same opinion that most people I talked to had, whether it be Chevrolet Dealers, Winnebago or others. Its also an assumption that if you have to put the transmission lever in park there must be a parking pawl in the transmission. I also studied the Chevrolet Chassis manual, it indicated several different types of autobrake systems, depending on the year of the chassis. In fact some motorhomes do in fact have a parking pawl in the transmission, depending on what gross weight they are.

gladys

As to the Chevrolet letter with the advise, park the wheels toward the curb or against a berm. this is basic sound advice for cars or other vehicles parking on the street, but inaccurate advice for motorhomes. I have camped in over a hundred campgrounds all over the Country. I can't recall any which have curbs or for that matter berms. In fact many campground are on hills where you park to check into the campground. I always chock my wheels when I park in any campsite, in fact I chock my wheels when I am parked in front of my house. I don't however chock my wheels when stopping for gas or stopping at a restaurant. So far myself and fellow campers have been lucky that our vehicles have not rolled away, thats other than the ones that did roll away when parked as reported by the crashes in the Chevrolet letter.

This problem is alot more serious than the Chevrolet letter suggests, they might believe the letter solves the problem, your office might believe the letter solves the problem, but I don't believe that for a minute. Just the fact that supposed experts such as approved Chevrolet Dealerships, Coach manufacturers and other industry people don't understand either the equipment, what individual coaches have installed or WHY there is not a park position in the transmission.

Your office maybe taken in by the fact most people don't contact your office to complain, but my experience has been most people don't want to be bothered. Also there obviously are not as many motorhomes such as mine, unlike Explorers or Expeditions, but the end result can be disaster. Imagine someone stopping for gasoline, leaving the coach and the coach rolls into a gas pump and causes a major fire or someone leaving their coach to check into a campground and the coach rolls into a building or another coach loaded with propane and gasoline.

Please re-examine this problem and have Chevrolet come up with a fix, which could include putting the parking pawl back in the transmission, notifying ALL coach owners of what system their coach has and correcting their owners manual.

Your Truly

El Cajon, CA.

Reference: #562290 ✓

Chevrolet Letter dated July 2001

add to
749799

[REDACTED]
El Cajon, CA [REDACTED]

NSA-10.01aaj
Ref. # 562290

Dear Mr. [REDACTED]

Thank you for your e-mail correspondence dated July 29, 2001, concerning your model year (MY)1997 Winnebago Brave 33RQ motor home mounted on a Chevrolet truck P-30 chassis. The Federal Highway Administration referred your correspondence to this agency. Our records indicate that we have not responded to your e-mail correspondence. We regret any inconvenience this delay may have caused you.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain serious safety defects in their design, construction, or performance. In order for the agency to initiate an investigation, sufficient data must exist to warrant the expenditure of agency resources. We cannot act on isolated problems or disputes between individual owners and dealers or manufacturers.

We appreciate the report you previously provided on August 20, 2001 via our Internet web page. Reports from motorists are a very important source of information for us. Each report is analyzed and compiled into database to assist us in identifying potential safety defects to determine whether an investigation is warranted.

A review of our data relative to the auto-apply park brake system problem you described of Chevrolet MY 1995 through 1999 P series (motor home) vehicles revealed insufficient evidence to warrant opening a defect investigation. The information you provided has been entered into our data system. It will be used with other reports to identify safety defect trends that may require our attention.

If I can be of further assistance, please contact me at (202) 366-2850.

Sincerely,

Kathleen DeMeter, Director
Office of Defects Investigation
Safety Assurance