

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire (VOQ)

NATIONWIDE 1-888-DASH-2-DOT

1-888-327-4236

www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 252

Date Received

04-FEB-2000

 Od_or _____
 Rt_dt _____
 od_rt _____
 up_ltr _____

Reference No.

856314

 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) _____ (located at front of windshield on drivers side)	Vehicle Make GMC TRUCK	Vehicle Model M SERIES	Vehicle Year 1990	Current Odometer Reading
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Purchase Date	Dealer's Name _____	Engine Size (CID/CC/L) _____	☐ 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 ☐ Motorbell ☐ Driverside Airbag ☐ 2-Point Belt ☐ Passengerside Airbag	Cruise Control ☐ Yes ☒ No	Drive Train ☐ Front ☐ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Sport Ult ☐ Van ☐ Truck ☐ Minivan ☐ Motorcycle ☐ Other _____	Body Style ☐ 2-Door ☐ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☐ Other _____
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FAILED COMPONENT(S)/PART(S) INFORMATION

Component 05100000	Part Name(s) ENGINE	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No of Failures	Date(s) of Failure(s) <u>03-JUN-1999</u> Mileage at Failure(s) _____ Vehicle Speed at Failure(s) _____	Failed Part(s) Available? ☐ Yes ☐ No	NHTSA Previously Contacted? ☐ 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 Damage	Reported to Police ☐ Yes ☒ No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

THE CONSUMER STATED THAT THE ENGINE HAS BLOWN HEAD CASKET. AND THE ENGINE IS SMOKING.

CONTINUED ON BACK (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.

DOT Auto Safety Hotline		FOR AGENCY USE ONLY 252	
 U.S. Department of Transportation National Highway Traffic Safety Administration		Vehicle Owner's Questionnaire (VOQ) NATIONWIDE 1-888-DASH-2-DOT 1-888-327-4236 www.nhtsa.dot.gov/hotline	
OWNER INFORMATION (Type or Print) 588666		Date Received 04-FEB-2000 OFFICE DEFECTS INVESTIGATION Reference No. 856314 Work Number Home Number	
Do you authorize NHTSA to provide a copy of your report to the manufacturer of your vehicle? In the absence of an authorized signature, your name and address to the vehicle manufacturer. ☒ YES ☐ NO Signature of Owner Date 12-8-2000			
VEHICLE INFORMATION			
Vehicle Ident. No. (VIN) <i>Mallard</i> <i>Trailer</i>		Vehicle Model GMC TRUCK	Vehicle Year 1996
Purchase Date 1-10-96 ☐ New ☒ Used		Dealer's Name <i>J.C. R.V.</i> City <i>Pleasanton</i> State <i>CA</i> Zip Code	Current Odometer Reading Engine Size (CID/CC/L) No Cylinders
Transmission Type ☐ Manual ☒ Automatic	Antilock Brakes ☐ Yes ☒ No	Restraint System ☐ 3-Point Belt ☐ Motorbelt ☐ Driverside Airbag ☐ 2-Point Belt ☐ Passengerside Airbag	Cruise Control ☐ Yes ☒ No
Drive Train ☐ Front ☒ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Sport Util ☐ Turbo ☐ Van ☐ Truck ☐ Diesel ☐ Minivan ☐ Motorcycle ☐ Gas ☒ Other <i>Pull Trailer</i> ☐ Fuel Injection		Body Style ☐ 2-Door ☐ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☒ Other <i>Truck</i>
FAILED COMPONENT(S)/PART(S) INFORMATION			
Component 06150021	Part Name(s) ENGINE: GASKETS: VALVE COVER <i>Gas Burner froze up</i>	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☒ Original ☐ Replacement
No of Failures	Date(s) of Failure(s) <i>03 JUN 1999</i> <i>2- - 99</i> Mileage at Failure(s) Vehicle Speed at Failure(s)	Failed Part(s) Available? ☒ Yes ☐ No	NHTSA Previously Contacted? ☒ Yes ☐ No <i>By phone</i>
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 Damage		Reported to Police ☐ Yes ☒ No	
NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)			
ENGINE HEAD GASKET BLEW UP, CAUSING ENGINE TO SMOKE. *AK <i>magic chef stove - Design defect causing flame to heat gas valve to the point of signing up - very dangerous & have to shut venting of it stop flow of gas @ bell magic chef & told them. No Relief so I reported them.</i>			
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 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

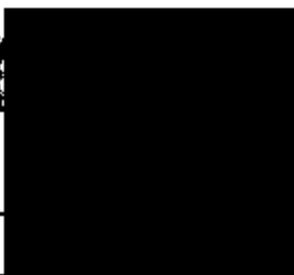
MANUFACTURER/TIRE NAME

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)

*Brakes broken in an
1-16-2000 for a new one, do I
no longer have numbers etc*

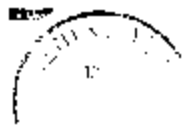


U.S. Department
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National Highway
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Office of Defects Investigation, NSA-10.01
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outh of the border-Part II

by Joe Peterson #1



Refundable border deposit

Here is information we feel is important and you should be made aware of. But, by the time you are reading about it in the magazine, it may be revised, canceled, and/or outdated. If you are planning to cross the border into Mexico, please look into the possible deposit you may be expected to pay before you are allowed to cross into mainland Mexico.

Several people have been keeping us posted of the Mexican border deposit (you may also hear the deposit referred to as a bonding fee, entry fee or tariff—it is a refundable deposit, however), and credit should go to the staff at Adventure Caravans for being our link to David Eidell, author of the *RVers Online* series, "RV-ing in Mexico." David is knowledgeable about RVing in Mexico and is providing the updates.

What we all want to know is, has it passed into law? Is it being levied at all border crossings? Can a credit card be used? Will the fee be refunded if you enter via one border and leave the country from another crossing?

The latest information we have received, as of November 9, 1999, from the above-mentioned people and from customs in Reynosa, Mexico, is the deposit you may have to pay when crossing into

Mexico (it does not apply to Baja, California) has been postponed and has not officially been passed into law by Mexican immigration. (We probably won't have official word until after this issue has gone to press.)

If it is passed, a refundable deposit will be levied on all vehicles based on age of each vehicle: up to 1994 = \$400, 1994 to 1998 = \$600, 1999 and newer = \$800.

So, if you are driving a 1995 motorhome, for example, you will be charged \$600. If you are towing a 1999 car, add another \$800 to the \$600.

Word is, if the deposit is to be levied, drivers may use a credit card to pay, and may collect refunds at any border crossing, regardless of where they entered.

This bonding is to prevent extraneous vehicles, venturing south of the "21 kilometer checkpoint," from being imported, sold, or given away in interior Mexico.

We have been made aware that nothing is scheduled to take place before January 1, 2000, and so much heat is being put on the Mexican government at this point that it is useless to try to project or predict what the outcome will be.

Medium-duty trucks— are they commercial vehicles?

Escapes was made aware that an individual was stopped by the police and was informed that his medium-duty truck was, in fact, a commercial vehicle.

We asked Sanborn's Mexico Insurance Services if they had further information about this situation. Upon hearing of the incident, Sanborn's 50 insurance agents were polled to see if they had heard of similar incidents.

At the time the agents were polled, this appeared to be an isolated incident.

Sanborn's insurance underwriter states, "From the insurance company's standpoint, these are not commercial vehicles; if they were considered as such, we would not be able to insure them."

If you have had trouble or have been refused entry into Mexico due to driving a medium-duty truck, please document the experience and send it to me, Joe Peterson, 100 Rainbow Dr., Livingston, TX 77351-9300. E-mails will work as well, jpeterson@escapes.com.

In the meantime, I will continue to investigate these situations with the Mexican authorities and report my findings as soon as I have updated information. 🐾

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What's COOKING?

by Dottie Mashman #1860

It has come to my attention that several Escapees members have had problems with their RV's three- and four-burner ranges.

At the request of an Escapees member, I checked out their Magic Chef model number BT 22RA 4TZ range, that was part of the original equipment installed in their fifth-wheel trailer. The trailer was purchased new and has never been on the road except for delivery to the owner's lot. From the time I looked at the unit, I have since been made aware that this is not an isolated case.

I have always been involved in problem solving and, therefore, I try to look beyond the symptoms and into the design of a product where one may find the not-so-obvious real problem.

Case history

In the above-mentioned case, this couple has had their range since 1992. The first time she used the burner and found that she could not turn it off, she yelled for help. Her husband came to her aid and found that he could not turn the valve off either. He went outside and turned off the propane supply valve. When the burner cooled, she was able to turn the burner valve off. The only burner she has been able to use consistently in both positions, on and off, was the left rear. She could not use the front two burners at the same time or with the oven on.

Another problem she experienced was, sometimes the oven worked and sometimes it didn't. (She had lasagne in the oven, and when dinner time came, the lasagne was cold. The oven had gone off and had never come back on.) The oven had always ignited with a big bang, and the main burner had always made a loud roaring sound.

These Escapees said that it always smelled bad when the oven was on and seemed as if there wasn't any venting. She had always opened all the windows while using the stove.

Checking a few things

When I was checking out this situation, here is what I found.

Gas pressure and gas

leak test: The stove gas regulator sits right beside the right front burner, cutting the pressure from 11 inches external regulated line pressure, to 10 inches of water column for range use. The pressure was okay. I then

sniffed for gas leaks with a Manchester gas finder meter. Two gas leaks were detected in the main body of the gas regulator. None were found in the fittings to the manifold or main line.

Range top and pilot: I removed the wire grates and the folded top cover, turned the pilot valve on, and lit it with a gas match. I adjusted it to a more reasonable size with the adjustment screw provided on the pilot gas valve. All the burner valves worked freely and appeared to light okay.

Three-stage oven burner ignition: Then I removed the bottom pan from the oven to obtain adequate access for checking the oven pilot and burner. (There are two springs at the rear that put pressure against the rear portion of the bottom pan and keep it firmly locked on the two locating pins in their respective front/side lock slots.)

1. Oven pilot: I turned the oven thermostat knob to *pilot on* and lit it.

2. Preburner: I turned the oven thermostat to the lowest setting, and the preburner came on.

3. Main Burner: The main burner never came on. I noticed that the *air shutter* on the main oven burner was wide open. It had not been adjusted for the altitude of the location of the fifth-wheel. This would have accounted for the loud roaring of the flame and perhaps



Opinions expressed in this column, as in all technical columns included in Escapees magazine, belong to the author. Research, investigation, and documentation of situations described herein have been conducted by the author on a volunteer basis and not at the express request of Escapees RV Club.

the big bangs. I adjusted the air shutter to provide a smaller air opening.

Powered hood vent: I removed the metal filter from the hood fan, turned the fan on and noticed that the swinging damper did not open. There was no venting to the outside.

I went outside and removed the louvered vent cover from the side of the rig. I found the rectangular metal vent shroud, extending out of the rear of the range, had been hammered in toward the center, which completely prevented the swinging damper from opening. The shroud was reshaped to allow the damper to swing freely. The outside vent was resealed and reinstalled. This problem could have been caused by careless installation.

Temperature test: I put a remote digital thermometer on the pressure regulator and set an eight-inch-diameter pot of water on the right front burner, which was set on the highest heat mark. When the water came to a boil, the regulator temperature was 188 degrees. The oven was not functional or the temperature of the regulator would have been much higher. Pressure regulators are usually designed to operate safely in temperatures up to 140 degrees, as required by UL144.

The fix

I raised the grates on the cook top and found that it helped by reducing the heat transfer to the cook top and burner valves. There was a bonus. Food doesn't burn as quickly in the bottoms of pots and pans. It allows adequate circulation of air under the pans, which permits the heat to flow up around the pan and may reduce the burning of the paint on the drip pans. The temperature reduction in the valve

Autographed Books

Author, Sharlene (Charlie) Minshall #5872 is making available autographed (postage paid) copies of *RVing Alaska! (and Canada)* (\$17.45); *Full-Time RVing: How to Make it Happen* (\$15.45); *RVing North America, Silver, Single, & Solo* (\$15.45); *In Pursuit of a Dream* (\$9); and *Freedom Unlimited, The Fun and Facts of Fulltime RVing* (coauthor Bill Parlow) (\$10). Order from Sharlene Minshall, PMB 5024, 150 Rainbow Drive, Livingston, TX 77399-1050 or amazon.com.

But he tends to forget the good times. What's more, he resents it when I do something strictly for me.

The resident furnace was extremely inefficient. It was yanked out and a ceramic propane heater installed. Not only does it keep me toasty warm, since I no longer have hot flashes, but my batteries don't run down when I'm boondocking.

It's really important to have a fresh-air intake, but not to worry. Over the years, the Sprinter's physique has become more than a little bowed in some areas (like the rest of us!), especially around his side door. It's quite possible I could throw thirteen cats and two hound dogs through the cracks, so I don't worry about fresh air.

Sprinter had a bunectomy

He's had plenty of replacement surgery. I had a bunion sliced off, but I haven't had anything removed lately. He had a bunectomy over the driving area.

The booth was turned into a permanent couch with photo and book storage underneath.

His bedroom vanity was removed for a computer and "stuff." His most recent renovation was a davenport removal (in some states that is what's called a sofa).

A divider door that started life between the bedroom and bathroom was turned into a desk for last January's new electronic equipment that wouldn't fit into the previous vanity spaces.

Neither of us has had any cosmetic surgery, although we could both use some.

The Sprinter's side panels have come unglued from the wood and you can see major wrinkles. I've been coming unglued for years and my wrinkles are wrinkled.

His front rock guard is big enough to catch a medium-sized moose. We won't discuss the size of my front panel.

All in all, considering the Sprinter and I have been traveling 12 and 13 years respectively, I guess we're doing pretty well. The Sprinter has 190,000 miles on his odometer.

I've hit about 225,000 RVing miles, but that doesn't include miles by car, four-wheel machines, airplanes, seaplanes, helicopters, paraglider, ultra-light, trains, buses, dunebuggy, horse and buggy, motorcycle, bicycle, rafts, canoe, kayak, mule, horse, cross-country and water skis, ferries, jet-boats and who knows what else.

Problems became discoveries

We've become close, almost interchangeable. I work at keeping myself healthy so I can travel. I keep the Sprinter fit or I couldn't go anywhere. Just recently, what could have been a problem turned into a spectacular discovery.

When I lived in Mexico one winter, a huge aloe cactus plant grew outside my bougainvillea-covered sun shelter. I got

a terrible sunburn one day and nearly annihilated that beautiful plant to get relief from the sunburn. It worked so well that, when aloe came out in gallons, it became my refreshment of choice.

Not wanting to cheat the Sprinter out of a well deserved imbibement during happy hours, I sent for some Lubri-gas. They are both in gallon containers, so I found it handy to store them together. When I'm on the move a lot, I buy gasoline around 4:00 p.m. each day, then stop for happy hour. I'd have a glass of aloe and the Sprinter would have a swig of Lubri-gas.

You can guess what happened, but don't tell anybody because it would either start an uncontrolled run on Lubri-gas or aloe or both. That Lubri-gas wasn't half bad. What I noticed is that when my upper chambers are lubricated, my morning walks are fantastic. I whip up and down those hills with no breathing problems. The Sprinter, with that pure unadulterated aloe, is running 50 miles to the gallon as opposed to six.

Who's more fit? It's hard to say, but we're both planning to give the twenty-first century a run for its money.

God bless. 🐾



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