

APPENDIX A

"A-1"

1 9 9 5

HOLIDAY RAMBLER®
ALUMA-LITE®
TRAVEL TRAILERS



Aluma-Lite®



Aluma-Lite® Custom



HOLIDAY RAMBLER®

This is Living.



25CC
Aluma-Lite Only



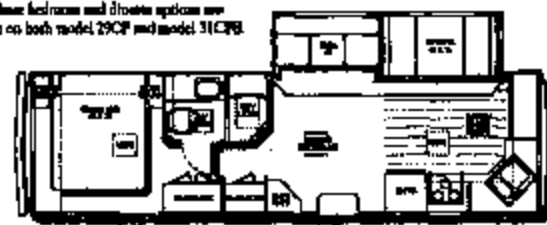
Notes: Bathroom skylight and plant kitchen floor are available only on the Aluma-Lite Custom.



29CF



Notes: These bedroom and shower options are available on both model 29CF and model 31CFB.



31CFB



32WF



35WCS

Aluma-Lite Custom Only



HOLIDAY RAMBLER® THIS IS LIVING.™

A wonderful thing happens when you spend some time in a Holiday Rambler® Aluma-Lite® or Aluma-Lite® Custom travel trailer. You tend to forget all the rational reasons you bought it. The slide-out floorplans, the larger bathroom, the luxurious Custom amenities — all of those features become second nature now.

You're not just enjoying an RV of exceptional styling, comfort, and value. You're living life to its fullest. Walking

through the woods. Driving down a country road. Counting the stars at night. Smelling the rain.

That feeling of total joy and freedom is the lifeblood of the Holiday Rambler experience. It's what comes from owning a trailer that's so reliable, safe, and comfortable, there's no room left for doubts.

There's only you, that nightly stretch of highway, and whatever's waiting at the other end.

Aluma-Lite®

	290C	290B	310B	320B
GVRW ¹	10,000	10,000	10,000	10,000
Hitch Weight ²	850	850	850	850
Axle(s) Weight ³	5,150	5,150	6,000	5,500
GVWR ⁴	6,000	6,000	7,550	6,200
Maximum Carrying Capacity ⁵	4,000	4,000	1,450	3,000
Number of Axles	2	2	2	2
Tires - Size	ST225/75R15	ST225/75R15	ST225/75R15	ST225/75R15
Tire Load Range ⁶	D	D	D	D
Interior Height	7'0"	7'0"	7'0"	7'0"
Interior Width	50-3/4"	50-3/4"	50-3/4"	50-3/4"
Exterior Width	96"	96"	96"	96"
Overall Length	29'10"	29'10"	31'10"	32'10"
Overall Height	10'1"	10'1"	10'1"	10'1"
Hitch Height	18"	18"	18"	18"
Grey Tank	32	32	32	32
Black Tank	32	32	32	32
Fresh Tank	40	40	40	40

¹ Gross Vehicle Weight Rating: the maximum allowable total loaded weight of the trailer.

² As measured at the hitch or coupler at GVW condition in a level position.

³ As measured at GVW condition in a level position.

⁴ Unloaded Vehicle Weight (also referred to as Dry Weight): the approximate weight of the trailer with standard equipment. Does not include any optional equipment, water in the tanks or water heater, or gas in the LP gas containers.

⁵ Determined by subtracting the GVW from the GVWR. This represents the maximum available carrying capacity of the trailer without any installed options. Carrying capacity

includes tongue, all other personal equipment, RV fluids, installed options, and any stored equipment.

⁶ Tire Load Range: C range tires are rated at 2,150 lbs. @ 30 PSI; D range tires are rated at 2,900 lbs. @ 30 PSI.

Note: Weight limits are as defined in RVIA Standard Bulletin No. 605-06/08. Remember that carrying capacity will vary, depending on optional or installed equipment. Your dealer will give you the correct capacity for military construction vehicles. Manufacturer's load capacity limitations and restrictions must be followed.

Preferred Accessory Package

Includes the following items for one money-saving package price.

Four Stabilizing Jacks	.....
Aluminum Bumper Cover	.....
Shock Absorbers	.....
Dometic® 8 Cu. Ft. 2-Way Refrigerator	.....
Sharp® 9 Cu. Ft. Microwave w/Touch Control	.....
Bi-fold Range Cover	.....
Cable TV Hook-up & Telephone Jacks	.....
Dyno Therms® 15,000 BTU Air Conditioner w/Control Air and Wall Thermostat	.....
No-Fuel® Flush Holding Tank Rinsing System	.....
Water Heater Bypass Kit	.....
Color Coordinated Vinyl Patio Awning	.....

	Standard	Optional
290C		Optional on this floorplan only

Alumaliner® Superstructure w/5-Year Warranty
 Roof: Tapered Aluminum Roof, Insulated, Vapor Barrier, Owens
 Corning® Fiberglas Insulation
 Skirting: Smooth, 040 Alumaliner Exterior, Owens Corning®
 Fiberglas Insulation, 3/4" Insulated Foam, Vapor Barrier and Vinyl Paneling
 Laminated or Sideliner® Sideliner

Floor: Weyburner® 5/8" Ply, Owens Corning® Fiberglas Insulation,
 Enclosed Woven Poly Underlayment
 Color Coordinated Laminate Countertops (Beige/Brown or Teal/Blue)
 Front and Rear Molded Fiberglass Caps
 Aluminum Roof
 Vapor Barrier in Roof
 Hydraulic Slide-Out 31CFS-
 V-Tube Ramps
 2-1/2" Bell Coupler
 Covered Flooring in Battery Storage Area
 3,000 Lb. Tandem Axle w/Electric Brakes 25CC-
 5,000 Lb. Tandem Axle w/Electric Brakes 29CFS1CPS12WF-
 Goodyear® Radial Tires
 Sealed Spare Wheels (4)
 Spare Tire and Wheel w/Carrier Under Frame
 Large Tank Storage Area

Domestic® 6 Cu. Ft. 2-Way Refrigerator
 17" Wedgewood® High Output 3-Burner Range
 Wire Prep for Microwaves
 Range Hood w/12 Volt Fan
 System Monitor Panel
 Winograd® TV Antenna & Booster w/12V Battery & TV Jack(s)
 AM/FM Electronic Tune Stereo Cassette w/Four Speakers
 Wire Prep for VCR
 RCA® 13" AC/DC Color TV w/Remote Control 25CC29CPS12WF-
 (Living Area)
 Sharp® 19" Color TV w/Remote Control 31CFS-
 (Living Area)
 RCA® 13" AC/DC Color TV w/Remote Control (Bedroom) 37WF-
 RCA® 9" AC/DC Color TV w/Remote Control 25CC29CPS1CPS-
 (Bedroom)
 Coffee Maker 29CFS1CPS12WF-

Telescope® Hardware on Overhead Doors and Positive Closures
 on All Other Doors
 Poly Kitchen Sink Cover
 Countertop Extension 29CC-
 Medicine Cabinet
 Load Warnings(s)
 TV Shelf in Bedroom
 Full Length Dressing Mirror
 Decor Mirror

Obsolete: Square Raised Panel, Autumn Hill Oak
 Decor: Rose Woven, Beige Velvet, Elm Woven, or Teal Velvet
 Window Treatments: Venetian Blinds and Valances Throughout
 Decorative Drapery Panels in Living Room and Bedroom
 Chandelier: Laminate w/Wood Beige in Kitchen
 Laminates in Bedroom
 Radiograph(s)
 Radiograph(s)
 Flotation® Ray Bed Sleepers Sofa w/Three Pillows
 Flotation® Swivel Beach Chair 29CC-
 31CFS12WF-
 Brook Densets 29CFS1CPS12WF-

Free-standing Dinette Table w/Two Chairs 29CFS1CPS12WF-
 Additional Free-standing Dinette Chair
 Carpeting and Pad (Living Area, Hallway, Bath & Bedroom)
 Locks on (Kitchen & Entry Door)

40 Amp 12V Power Converter
 30 Amp 120V Distribution Panel and Cords
 12V Trojan Deep Cycle Battery
 Two 6V Trojan Deep Cycle Batteries
 12V Manual Battery Disconnect Switch
 Flush Lights, 120V Exterior Recept, Utility Service Light
 and Entry Lamp Light
 12V Incandescent Ceiling Lights
 Decorative Dinette Light 29CFS1CPS12WF-
 Bulk Compost Light
 Decorative Wall Lights in Bedroom
 Hatch Light and Tank Light

31M BTU Electronic Ignition Furnace 29CC29CF-
 35M BTU Electronic Ignition Furnace 31CFS12WF-
 Under Heat Ducted Heating System
 12V Roof Vent in Bedroom
 Remote® 12V Attic Fan w/Wall Thermostat
 Roof Vents
 Wind for Air Conditioner (None Ducted)

Double Handle Kitchen Faucet
 Stainless Steel Kitchen Sink
 Ducted Water System w/Electric Water Pump
 6-Outlet L.F. One Water Heater w/Electronic Ignition (DSI)
 6-Outlet L.F. One/Blackie Water Heater w/Electronic Ignition (DSI)
 Fiberglass One-piece Tub/Shower w/Vinyl Curtain and Liner
 Thermostatic® Toilet
 Two 30 Lb. L.P. Tanks w/Automatic Changeover
 Winterize

Fire Extinguisher
 Deadbolt Lock(s)
 120V GFI Circuit (Kitchen, Bath, Bedroom)
 Breakaway Switch
 L.F. Gas Detector
 Smoke Detector
 Safety Chains
 Escape Windows(s)

Safety Chain Jalousie Window w/Flush Mount Forest Travel Awning
 Safety Chain Jalousie Windows on Sides of Unit 25CC29CF-
 25" Main Entrance Door 31CFS12WF-
 30" Main Entrance Door
 Rear Entrance Door

† Same description requires slide windows. ‡ Not available with own bath.

Ahama-Lite® Custom

Ahama-Lite Custom	31CPS	31WV	31WCH
GVRW ¹	10,000	10,000	10,000
Hitch Weight ²	920	920	920
Asile(s) Weight ³	6,600	6,600	6,600
UVW ⁴	7,550	7,550	7,550
Minimum Carrying Capacity ⁵	2,450	2,450	2,200
Number of Axles	2	2	2
Tires - Size	ST225/75R15	ST225/75R15	ST225/75R15
Tire Load Range ⁶	D	D	D
Interior Height	78"	78"	78"
Interior Width	90.75"	90.75"	90.75"
Exterior Width	96"	96"	96"
Overall Length	31'10"	31'10"	35'10"
Overall Height	10'5"	10'5"	10'5"
Hitch Height	22"	22"	22"
Grey Tank	32	32	32
Black Tank	32	32	32
Fresh Tank	40	40	40

¹ Gross Vehicle Weight Rating: the maximum allowable total loaded weight of the trailer.

² As measured at the tongue or coupler at UVW condition in a level position.

³ As measured at UVW condition in a level position.

⁴ Unloaded Vehicle Weight (also referred to as Dry Weight): the approximate weight of the trailer with standard equipment. It does not include any optional equipment, water in the tanks or sewer hoses, or gas in the L.P. gas containers.

⁵ Determined by subtracting the UVW from the GVRW. This represents the maximum available carrying capacity of the trailer without any installed options. Carrying capacity

includes baggage, all other personal equipment, RV fluids, installed options, and any special equipment.

⁶ Tire Load Range: C range tires are rated at 2,150 lbs. @ 50 PSI; D range tires are rated at 2,540 lbs. @ 65 PSI.

Note: Weight limits are as defined in RVIA Standard Bulletin No. 365-86/88. Remember that carrying capacity will vary, depending on payload or special equipment. Tow capacity and weight must be properly computed for safety. Manufacturer's load capacity restrictions and recommendations must be followed.

Preferred Accessory Package

Includes the following items for one money-saving package price.

Enclosed Aluminum Underbody B.O. Enclosed Woven

Poly Underbody

Sharp® 1.2 Cu. Ft. Microwave w/Touch Control

Cable TV Hook-up & Telephone Jacks

Day/Night Pleated Shades in Living Room and Bedroom

Flank Kitchen Floor

Two 6V Trojan Deep Cycle Batteries

Parma® 12V Attic Fan w/High Thermostat

Dyn-Therm® 15,000 BTU Air Conditioner w/Durated Air and

Wall Thermostats

Water Heater Bypass Kit

Tinted Skylight in Bath Area

Color Coordinated Acrylic Patio Awning w/Metal Cover

Vinyl Padded Ceiling

Hydraulic Slide-Out 31CPS/35WCS

V-Tube Bumper

Aluminum Bumper Cover

2-1/2" Ball Coupler

Power Hitch Jack

Covered Recessed in Exterior Storage Area

5,000 Lb. Tractor Axles w/Electric Brakes

MON/tyre® Suspension (May Increase Overall Height)

Goodyear® Radial Tires

Spring Steel Wheels (4)

Spec Tire and Wheel w/Carrier Under Pann

Shock Absorbers

Large Tank Storage Area

29CPS-

Standard
Optional

Optional on this floorplan only

Aluminum® Superstructure w/5-Year Warranty

Roof: Tapered Aluminum Roof, Bead Panel, Vapor Barrier,

Chase Coating® Fiberglass Insulation

Edgewall® Smooth D-10 Aluminum Bumper, Overhead

Fiberglass Insulation, 3/4" Bead Foam, Vapor Barrier and Vinyl

Paneling Laminated to Steelwell Structure

Floor: Vinylplastic® 5/8" Floor, Chase Coating® Fiberglass Insulation,

Enclosed Woven Poly Underbody

Color Coordinated Bumper Graphics (Tape/Text or Blac)

Front and Rear Molded Fiberglass Caps

Four Stabilizing Jacks

Depot® 8 Cu. Ft. 2-Way Refrigerator

Depot® 8 Cu. Ft. 2-Way Refrigerator w/Hot Water

Stocked Major Refrigerator Door Panels

21" Wedgwood® High Output 3-Burner Range

Wine Rack for Microwave

Sharp® 9 Cu. Ft. Convection Microwave w/Touch Control

Range Hood w/12 Volt Fan

Bi-fold Range Cover

System Monitor Panel

Winged® TV Antenna & Booster w/12V Recept & TV Jack(s)

Wiring Prep for VCR

AM/FM Electronic Time Stereo Cassette w/Four Speakers

RCA® 13" AQDC Color TV w/Remote Control

(Living Area)

Sharp® 19" Color TV w/Remote Control

(Living Area)

RCA® 13" AQDC Color TV w/Remote Control

(Bedroom)

29CPS/31WV

31CPS/35WCS

31WV/35WCS

Aluma-Lite® Custom (continued)

RCA® 9" AC/DC Color TV w/Remote Control
(Bedroom) 29CPS1CPS-
Decorative Wall Clock
Office Mirror

Headboard End Panels on Overhead Cabinets
"Belmont"® Hardware on Overhead Doors and Posture Catches on
All Other Doors 29CPS12WPS35WPS-
Decorative Glass Doors (Living Area)
Poly Kitchen Sink Cover
Crownmold Installation 35WPS-
Heavy w/Shelves 35WPS-
Medicine Cabinet
Lined Windows(s)
TV Shelf in Bedroom
Full Length Dressing Mirror
Dance Mirror

Cabinets: Carthage® Solid Panel on Upper Cabinets, Square Beveled
Panel on Lower Cabinets, Autumn Heat Oak or Golden Maple
Decor: Tape Woven, Blue Woven, or Red Woven
Window Treatments: Vertical Blinds and Valances Throughout;
Decorative Dupont Panels in Living Room and Bedroom
Bedroom(s)
Headboard(s)
Recliner® Easy Bed Sleeper Sofa w/Three Pillows
Recliner® Magic Bed Sleeper Sofa w/Three Pillows
Recliner® Swivel Rocker Chair 31CPS12WPS35WPS-
Recliner® Swivel Rocker Chair 35WPS-
Freestanding Dining Table w/Two Chairs
Dining Chairs
Additional Freestanding Dining Chair
Cupboard and Pad (Living Area, Hallway, Bath & Bedroom)
Linoleum (Kitchen & Entry Door)

30 Amp 12V Power Converter
30 Amp 120V Distribution Panel and Chd
12V Dryer, Deep Cycle Battery
12V Manual Battery Disconnect
Fench Light, 120V Exterior Recept, Utility Service Light and
Entry Step Light
Hitch Light and Trunk Light
Exterior Storage Light
Exterior Security Light
12V Incandescent Ceiling Light w/Wood Trim

Fluorescent Lights in Ceiling
Decorative Diamond Light
Bath Cosmetic Light
Decorative Lights in Living Area
Decorative Wall Light in Bedroom

Electronic Ignition Furnace 31M BTU 29CPS-
Electronic Ignition Furnace 39M BTU 31CPS12WPS-
Electronic Ignition Furnace 40M BTU 35WPS-
Under Floor Ducted Heating System
Roof Vents
12V Roof Vent in Bedroom
12V Roof Vent R.O. Standard
Wind for All Conditions (Non-ducted)

Single Layer Kitchen Faucet
Stainless Steel Kitchen Sink
Water Filter in Kitchen
No-Frost® Flush Holding Tank Raising System
Demand Water System w/Sturkie® Pump
6-Gallon L.P. Gas Water Heater w/Electronic Ignition (DSI)
6-Gallon L.P. Gas/Propane Water Heater w/Electronic Ignition (DSI)
Phongian One-piece Toilet/Shower
Glass Shower Door
Thermostatic Toilet w/Spacer
Two Enclosed 30 Lb. L.P. Tanks w/Automatic Changeover
Winterize

Fire Extinguisher
Deadbolt Lock(s)
120V ONI Circuit (Kitchen, Bath, Bedroom)
Breakaway Switch
L.P. Gas Detector
Smoke Detector
Safety Chains
Riprap Windows(s)

Safety Glass Jalousie Window w/Flush Mount Front Travel Awning
Safety Glass Rollup Jalousie Windows on Sides of Unit
30" Main Entrance Door 29CPS-
30" Main Entrance Door 31CPS12WPS35WPS-
Rear Entrance Door 11

1 Some Receptacles require slide windows. 11 Not available with extra lock.


HOLIDAY RAMBLER
This is living



Holiday Rambler, 55005 Santa Road 15, P.O. Box 166, Wilkerson, Indiana 46753-0166

APPENDIX A

"A-2"

1996

HOLIDAY
RAMBLER®

Aluma-Lite & Aluma-Lite Custom
TRAVEL TRAILERS



Aluma-Lite Custom Travel Trailer (Carolina Blue Exterior Graphics)



Aluma-Lite Travel Trailer (Sherbet Rose Exterior Graphics)



HOLIDAY RAMBLER®

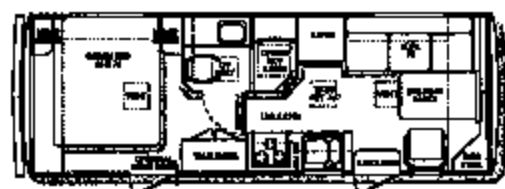
This is Living

1996 HOLIDAY RAMBLER® Aluma-Lite® & Aluma-Lite® Custom Travel Trailer Floorplans

1996 Aluma-Lite® Travel Trailer

"Superior styling, comfort and value."

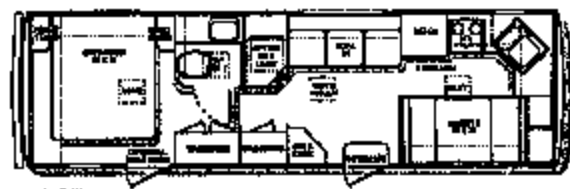
- Alumaframe® superstructure with 5-year warranty.
- New front molded one-piece fiberglass cap with enclosed LP tanks.
- New, improved slide-out rooms with larger windows, tighter weather seals, a smoother glide system, stronger aluminum extrusions, and no center divider.
- Color coordinated exterior graphics and awning.
- Fiberglass insulated, enclosed aluminum underbelly.
- Full-height, fiberglass one-piece tub and shower with ceiling light.
- Optional outside shower.
- Linoleum bathroom floor.
- New soft Polyfib ceiling.
- New semi-flush front crawl opening.
- Large exterior trunk.
- Safety glass windows.
- Solid oak raised panel doors.
- Smooth .040 aluminum sidewalls.
- Flexsteel® furniture.
- 10' frame with 6" drawers.
- Available in 25', 27', 29', 31', 32', and 35' lengths.



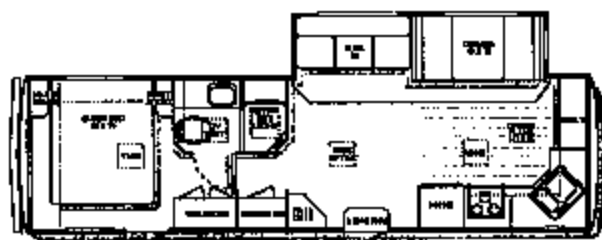
25CC (Aluma-Lite)



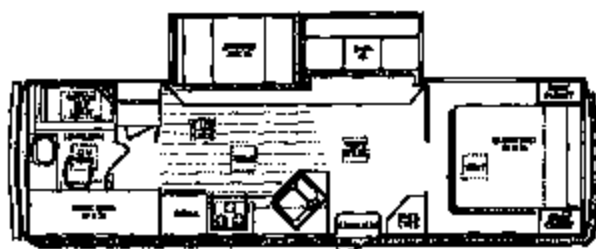
27CC (Aluma-Lite)



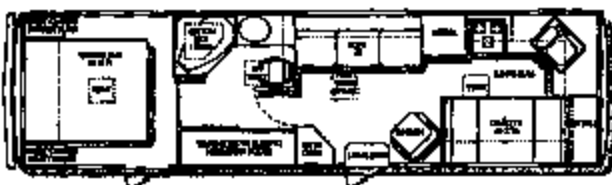
29CF (Aluma-Lite)



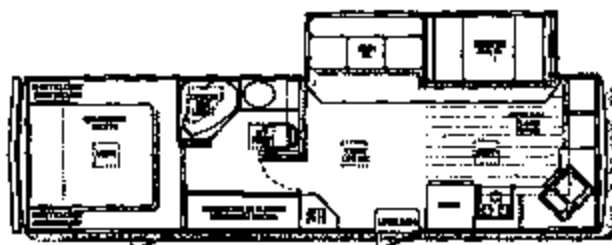
31CFS (Aluma-Lite and Aluma-Lite Custom)



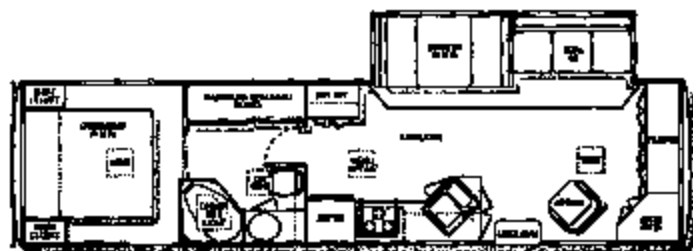
32RCS (Aluma-Lite and Aluma-Lite Custom)



32WF (Aluma-Lite)



32WFS (Aluma-Lite Custom)



35WCS (Aluma-Lite)

Introducing Aluma-Lite Custom Lower Models

"Affordable luxury."

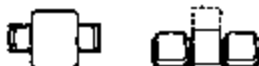
- Aluma-Lite® superstructure with 5-year warranty.
- Front, molded one-piece fiberglass cape with hinged LP tank doors.
- New, improved slide-out rooms with larger windows, tighter weather seals, a smoother glide system, stronger aluminum extrusions, and no center divider.
- Color coordinated exterior graphics and awning.
- Fiberglass insulated, enclosed aluminum underbelly.
- Full-height, fiberglass one-piece tub and shower with ceiling light.
- Optional outside shower.
- Linoleum bathroom floor.
- New soft Polyfab ceiling.
- New toe kick below kitchen sink.
- Large exterior trunk.
- Safety glass windows.
- Solid oak or maple cathedral raised panel doors.
- Smooth 040 aluminum sidewalls.
- Fluted® furniture.
- Plank kitchen flooring optional.
- 10" frame with 6" drawer.
- Available in 31' and 32' lengths.

Discretionary Option

Notes Plank kitchen floor is available only on the Aluma-Lite Custom.



25CC, 27CC,
29CC, 31CC



27CC



32WF, 32WFS



35WCS

Domestic® 6 Cu. Ft. 2-Way Refrigerator
 17" Wedgewood® High Output 3-Burner Range
 White Prep for Microwave
 Sharp® 9 cu. ft. convection microwave oven w/touch control
 Range Hood w/12 Volt Fan
 System Monitor Panel
 Wingard® TV Antenna & Receiver w/12V Recept. & TV Jack(s)
 AM/FM Electronic Tune Station Cassette w/Four Speakers
 White Prep for VCR
 RCA® 13" AC/DC Color TV w/Remote Control, FM and Weather
 (Living Area) 25CQ27CC-
 Sharp® 19" Color TV w/Remote Control
 (Living Area) 29CH31CF832WF31RCS35WCS-
 RCA® 13" AC/DC Color TV w/Remote Control, FM and Weather
 (Bedroom) 32WF32RCS35WCS-
 GE® 9" AC/DC Color TV w/Remote Control
 (Bedroom) 25CQ27CC29CF31CF8-
 Coffee Maker 29CH31CF832WF35WCS-

Cablines: Square Raised Panels; Auburn Hard Oak
 Decora® Rose, Rose Orchid, Chastity Blue, or Island Teal
 Window Treatments: Venetian Blinds and Valances Throughout;
 Decorative Drapery Panels in Living Room and Bedroom
 Pleated Day/Night Shades in Living Area and Bedroom
 Countertops: Laminated w/Wood Edging in Kitchen
 Laminator in Bathroom
 Dressing(s)
 Headboard(s)
 Twin Beds w/Nightstand 25CQ27CC29CF31CF8-
 Twin Beds w/Wardrobe 32WF35WCS-
 Neorest® Easy Bed Sleeper Sofa w/Bolsters
 Neorest® Hilo-A-Bed Sleeper Sofa w/Tan
 Thayer Pillows 31CPS32RCS35WCS-
 Neorest® Swivel Barrel Chair 25CQ27CC-
 31CPS32WF31RCS35WCS-
 Bath: Diagon 27CQ29CF31CF832RCS35WCS-
 Freestanding Deep Leaf 13-metre Table w/Two
 Wood Chairs 27CQ29CF32WF-
 Freestanding Tapered Dining Table w/Two
 Wood Chairs 31CPS32RCS35WCS-
 Additional Folding Wood Dining Chair
 Carpeting and Pad (Living Area, Hallway & Bedroom)
 Carpeting and Pad (Bathroom) 32WF35WCS-
 Linoleum (Bathroom) 25CQ27CC29CF31CF832RCS-
 Linoleum (Kitchen & Entry Door)
 Telexone® Hardware on Overhead Doors and Positive Catches
 on All Other Doors
 Poly Kitchen Sink Cover (Small Basin)
 Poly Kitchen Sink Cover (Large Basin)
 Countertop Extension 25CQ27CC29CF31CF835WCS-
 Kitchen Vinyl Butler
 Medicine Cabinet
 Linen Wardrobe(s)
 TV Shelf in Bedroom
 Full Length Dressing Mirror
 Decor Mirror
 Key Storage

12V Trojan® Deep Cycle Battery
 Two 8V Trojan® Deep Cycle Batteries
 12V Manual Battery Disconnect Switch
 Flush Light, 120V Exterior Recept, Utility Service Light
 and Entry Step Light
 12V Incandescent Ceiling Lights
 Fluorescent Ceiling Lights
 Decorative Lights
 Bath Cosmetic Light
 Hatch Light and Trunk Light

354 BTU Electronic Ignition Furnace
 25CQ27CC29CF31CF832WF3-
 404 BTU Electronic Ignition Furnace 35WCS-
 Under Floor Ducted Heating System
 12V Roof Vent in Bathroom
 Radiant® 12V Airtic Fan w/Fall Thermostat
 (Bath, Bedroom, Living Area, or Kitchen)
 Roof Vents
 Wood for Air Conditioner (Nup-Ducted)

Double Handle Kitchen Faucet
 Stainless Steel Kitchen Sink
 Demand Water System w/Shutoff® Water Pump
 6-Gallon L.P. Gas Water Heater w/Electronic Ignition (DSI)
 6-Gallon L.P. Gas Electric Water Heater w/Electronic Ignition (DSI)
 Fiberglass One-piece Toilet/Shower
 Rolling Shower Door
 25CQ27CC29CF31CF832WF31RCS35WCS-
 Glass Shower Door 25CQ27CC29CF31CF832WF32RCS35WCS-
 Thermostatic Toilet
 Two Enclosed 30 Lb. L.P. Tanks w/Automatic Changeover
 Outside Shower
 Wisteria

Five Extrapolator
 Deadbolt Lock(s)
 120V GFI Circuit (Kitchen, Bath, Exterior)
 Removable Switch
 L.I. Gas Detector
 Smoke Detector
 Safety Chains
 Egress Window(s)

Safety Glass Jalousie Window w/Hub Mount Frame
 Travel Awning
 Safety Glass Jalousie Windows on Sides of Unit †
 26" Main Entrance Door 25CQ27CC29CF-
 30" Main Entrance Door 31CPS32WF32RCS35WCS-
 26" Rear Entrance Door †† 31CPS32WF35WCS-
 26" Rear Entrance Door 25CQ27CC29CF-
 Three Skylight in Bathroom
 Onyx Color Chambered Acrylic Patio Awning w/Metal Cover
 Awning Over Slide-Out

40 Amp 12V Power Converter
 30 Amp 120V Distribution Panel and Cords

† Some floorplans require slider windows.
 †† Not available with twin beds.

Aluma-Lite®

	Weights						
	250C	270C	290C	310CPS	32WV	32RCS	35WCS
GVR ¹	8,000	10,000	10,000	10,000	10,000	10,000	10,000
Hitch Weight ²	550	N/A	700	930	650	825	1,000
Asks Weight ³	4,750	N/A	5,180	6,600	5,550	6,825	7,500
UVW ⁴	5,300	N/A	5,580	7,580	6,200	7,650	8,500
Maximum Carrying Capacity ⁵	2,700	N/A	4,000	2,450	3,800	2,150	1,500
Number of Axles	1	1	1	2	2	2	3
Tire Size	ST225/75R15	ST225/75R15	ST225/75R15	ST225/75R15	ST225/75R15	ST225/75R15	ST225/75R15
Tire Load Range ⁶	C	D	D	D	D	D	D

	Dimensions						
Interior Height	78"	78"	78"	78"	78"	78"	78"
Interior Width	90.75"	90.75"	90.75"	90.75"	90.75"	90.75"	90.75"
Exterior Width	96"	96"	96"	96"	96"	96"	96"
Overall Length	28'2"	27'10"	29'10"	31'10"	32'8"	32'10"	33'10"
Overall Height (includes A/C)	10'1"	10'1"	10'1"	10'5"	10'1"	10'5"	10'5"
Hitch Height	18"	18"	18"	22"	18"	22"	22"

	Tanks						
Gray Tank	32	32	32	(2)32	32	32	32
Black Tank	32	32	32	32	32	32	32
Flush Tank	40	40	40	40	40	40	40

¹ Gross Vehicle Weight Rating: the maximum allowable total loaded weight of the trailer.

² As measured at the hitch or coupler at GVW condition in a level position.

³ As measured in GVW condition in a level position.

⁴ Unladen Vehicle Weight (also referred to as Dry Weight): the approximate weight of the trailer with standard equipment. This may include any optional equipment, water tanks, tanks or water heater, as per the C.R. pin connection.

⁵ Derived and by subtracting the UVW from the GVWR. This represents the maximum available carrying capacity of the trailer without any loaded options. Carrying capacity includes tongue, all other payload equipment, RV loads, household systems, and any optional equipment.

⁶ Tire Load Range: ST225/75R15 C range tires are rated at 2,150 lbs. @ 30 PSI; ST225/75R15 D range tires are rated at 2,500 lbs. @ 30 PSI.

Note: Weight items are as defined in NHTSA Standard Rules, M. 100-100. Remember that carrying capacity will vary. Always use optional equipment. Tire weight and trailer load must be properly equalized for vehicle performance and safety. Manufacturer's load capacity cannot be exceeded and recommendations must be followed.

Preferred Accessory Package

Includes the following items for one money-saving package price:

- Four Stabilizing Jacks
- Aluminum Bumper Cover
- Shock Absorbers
- Dometic® 8 Cu. Ft. 2-Way Refrigerator
- Sharp® 9 Cu. Ft. Microwave w/Touch Control
- Bi-fold Range Cover
- Cable TV Hookup & Telephone Jack
- Duo-Therm® 15,000 BTU Air Conditioner w/Ducted Air and Wall Thermostat
- No-Pow® Flush Holding Tank Bypass System
- Water Heater Bypass Kit
- Color Coordinated Vinyl Patio Awning

Look and Feel Customization

- Alumastream® Superstructure w/5-Year Warranty
- 10' Main Frame
- Tapered Aluminum Roof w/Polystyrene Insulation
- Smooth 240 Aluminum Exterior Siding
- Interior Paneling w/3/4" Insulation
- Weyerhaeuser® 5/8" Flooring w/Attached Aluminum Underlayment
- Color Coordinated Exterior Caps (Orchid Rose, Cinnamon Blue or Island Teal)
- Front and Rear Molded Polyurethane Caps
- Soft Polyurethane Ceiling
- Hydraulic Slide-Out
- V-Tube Heater
- 2-5/16" Ball Coupler
- Covered Flooring in Exterior Storage Areas
- 3,500 Lb. Tandem Axles w/Electric Brakes
- 5,000 Lb. Tandem Axles w/Electric Brakes
- 290C/310CPS/32W/32RCS/35WCS
- Onalys® Radial Tires
- Brilliant 15" Sport Wheels (Including Spine)
- Spine Tire and Wheel w/Carrier Under Pass
- Large Tank Storage Area
- Lighted Power Hitch Jack

Standard Features

- Standard
- Optional
- 290C- Optional on this floorplan only

Aluma-Lite® Custom

	31CPS	33WFS	33RCS
GVW ¹	10,000	10,000	10,000
Hitch Weight ²	950	1,180	825
Asks Weight ³	6,600	6,890	6,823
UVW ⁴	7,550	8,070	7,950
Maximum Carrying Capacity ⁵	2,450	1,930	2,350
Number of Axles	2	2	2
Tire Size	ST125/75R15	ST125/75R15	ST125/75R15
Tire Load Range ⁶	D	D	D

	31CPS	33WFS	33RCS
Interior Height	78"	78"	78"
Interior Width	90.75"	90.75"	90.75"
Interior Width	96"	96"	96"
Overall Length	31'10"	32'10"	32'10"
Overall Height* (Includes A/C)	10'5"	10'5"	10'5"
Hitch Height*	22"	22"	22"

	31CPS	33WFS	33RCS
City Tank	(2)32	(2)32	32
Block Tank	32	32	32
Fresh Tank	40	40	40

¹ Gross Vehicle Weight Rating: the maximum allowed total loaded weight of the trailer.

² As measured at the hitch or weight at UVW is subtracted in a level position.

³ As measured at UVW is subtracted in a level position.

⁴ Unloaded Vehicle Weight (also referred to as Dry Weight): the operating weight of the trailer with standard equipment. Does not include any optional equipment, water tanks, or gas in the LP gas cylinders.

⁵ Determined by subtracting the UVW from the GVWR. This represents the maximum available carrying

capacity of the trailer without any loaded system. Carrying capacity includes language, all other personal equipment, RV tank, installed system, and any special equipment.

⁶ Tire Load Range: ST125/75R15 tire load range is rated at 1,540 lbs. @ 65 PSI.

⁷ As measured at UVW is subtracted in a level position.

Note: Weight ratings are indicated in AIA Standard Bulletin No. 145-0101. Remember that carrying capacity will vary depending on actual on-board equipment. Two vehicle and trailer must be properly equipped for efficient performance and safety. Manufacturer's load capacity limitations and restrictions must be followed.

Preferred Accessory Package

Includes the following items for one money-saving package price.

- Sharp® 12 Cu. Ft. Microwave w/Touch Control
- Cable TV Hookup & Telephone Jacks
- Day/Night Padded Shades in Living Room and Bedroom
- Plank Kitchen Floor
- Two 6V Trojan® Deep Cycle Batteries
- Fantronic® 12V Acid Free w/Wall Thermostat (Bedroom)
- Duo Therms® 1500 BTU Air Conditioners w/Ducted Air and Wall Thermostats
- Water Heater Bypass Kit
- Tinted Skylight in Bath Area
- Color Coordinated Acrylic Patio Awning w/Ductal Cover

- Alumaframe® Superstrong w/5-Year Warranty
- 10" Main Frame
- Tinted Aluminum Roof w/Fiberglass Insulation
- Smooth 140 Aluminum Exterior Siding
- Interior Paneling w/1/4" Insulation
- Weyerhaeuser® 5/8" Flooring w/Enclosed Aluminum Underlayment
- Color Coordinated Exterior Graphics (Shedder Rose, Plantation Blue or English Green)
- Front and Rear Molded Fiberglass Caps
- Four Stabilizing Jacks
- Soft Polyfoam Ceiling
- Hydraulic Slide-Out
- V-Tube Bumper
- Aluminum Bumper Cover
- 2-5/16" Ball Coupler
- Lighted Power Hitch Jack
- Crushed Roofing in Exterior Storage Area
- 5,000 Lb. Tension Axles w/Electric Brakes
- Goodyear® Radial Tires
- Repland 15" Spare Wheel (Including Spare)

Legend: Standard, Optional, or Optional on this floorplan only

- Standard
- Optional
- Optional on this floorplan only

Spare Tire and Wheel w/Center Under Frame
 Shock Absorbers
 Large Trunk Storage Area

Domestic® 8 Cu. Ft. 2-Way Refrigerator
 Domestic® 8 Cu. Ft. 2-Way Refrigerator w/Freezer
 Standard Mirror Refrigerator Door Panels
 21" Wedgwood® High Output 3-Burner Range
 Wire Prep for Microwave
 Sharp® 9 Cu. Ft. Convection Microwave w/Touch Control
 Range Hood w/12 Volt Fan
 Bi-fold Range Cover
 System Monitor Panel
 Winegard® TV Antenna & Booster w/12V Receiver & TV Jack(s)
 Wiring Prep for VCR
 AM/FM Electronic Tune Stereo Cassette w/Four Speakers
 Sharp® 19" Color TV w/Remote Control 31CRS/12WFS/32RCS
 RCA® 13" AC/DC Color TV w/Remote Control, FM and Weather 32WFS/32RCS
 CIB® 9" AC/DC Color TV w/Remote Control (Bedroom) 31CRS
 Coffee Maker 31CRS/32WFS

Cabinets: Cabinet(s) Bolted Panel on Upper Cabinets,
 Square Railed Panel on Lower Cabinets, Autumn Haze Oak
 or Golden Maple
 Decors: Rose, Sherbet Rose, Plantation Blue, English Oven
 Window Treatments: Venetian Blind and Valances Throughout
 Lumberglaze in Living Room and Bedroom
 Backboard(s)
 Headboard(s)
 Twin Beds w/Nightstand 31CRS
 Twin Beds w/Wardrobe 32WFS
 Flammex® Easy Bed Sleeper Sofa w/Recliner
 Flammex® Hide-A-Bed Sleeper Sofa w/Ten
 Throw Pillows 31CRS/12WFS/32RCS
 Flammex® Seival Barrel Chair 31CRS/12WFS/32RCS
 Beach Chaise
 Frontloading Teak Dinette Table w/Two
 Wood Chairs 31CRS/12WFS/32RCS
 Additional Folding Wood Dinette Chair
 Carpeting and Pad (Living Area, Hallway & Bedroom)
 Carpeting and Pad (Bedroom) 32WFS
 Linoleum (Bathroom) 31CRS/32RCS
 Linoleum (Kitchen & Entry Door)
 Hardwood End Panels on Overhead Cabinets
 Thermo® Hardwood on Overhead Doors and Positive Catches on
 All Other Doors
 Toe Kick Below Kitchen Sink
 Decorative Glass Doors (Living Area) 32RCS
 Poly Kitchen Sink Cover (Small Basin)
 Poly Kitchen Sink Cover (Large Basin)
 Countertop Extension 32RCS
 Kitchen Waste Bin
 Laminated Barbecue Countertop
 Medicine Cabinet
 Linen Wardrobe(s)
 TV Shelf in Bedroom
 Full Length Dressing Mirror
 Decor Mirrors
 Key Storage

50 Amp 12V Power Connector
 30 Amp 120V Distribution Panel and Cord
 12V Trojan® Deep Cycle Battery
 12V Manual Battery Disconnect
 Fresh Light, 120V Exterior Recept, Utility Service Light and
 Entry Stop Light
 Hatch Light and Trunk Light
 Exterior Storage Light
 Exterior Security Light
 12V Incandescent Ceiling Light w/Wood Trim
 Fluorescent Light in Ceiling
 Decorative Light
 Bath Cosmetic Light
 Decorative Light in Living Area

35M BTU Electronic Ignition Furnace
 Under Floor Ductal Heating System
 Roof Vents
 12V Roof Vent in Bedroom
 12V Roof Vent ILC Standard (Kitchen, Bedroom, or Living Area)
 Panasonic® 12V Airic Fan w/Wall Thermostat
 (Kitchen, Bath, or Living Area)
 Wire for Air Conditioner (Non-Ductal)

Single Lever Kitchen Faucet
 Stainless Steel Kitchen Sink
 Water Filter in Kitchen
 No-Pan® Flush Holding Tank Rinsing System
 Demand Water System w/Skunk® Pump
 6-Gallon L.P. Gas Water Heater w/Electronic Ignition (DGI)
 6-Gallon L.P. Gas Electric Water Heater w/Electronic
 Ignition (DGI)
 Flammex One-piece Toilet/Shower
 Glass Shower Door
 Thetford® Toilet w/Sprayer
 Two Enclosed 30 Lb. L.P. Tanks w/Automatic Changeover
 Outside Shower
 Waterline

Fire Extinguisher
 Deadlock Lock(s)
 120V CFI Circuit (Kitchen, Bath, Exterior)
 Breakaway Switch
 L.P. Gas Detector
 Smoke Detector
 Safety Chains
 Egress Window(s)

Safety Glass (In)tegral Window w/Flush Mount Front
 Travel Awning
 Safety Glass Backless Jalousie Windows on Sides of Unit
 30" Main Entrance Door 31CRS/12WFS/32RCS
 26" Rear Entrance Door w/ 31CRS/32WFS
 Awning Over Slide-Out

† Some floorplans require a slider window. †† Not available with twin beds.

HOLIDAY RAMBLER
This is living

The information printed in this brochure reflects product design, specifications and accessories as of the date of printing. The manufacturer reserves the right, at any time, to make changes in product design or model or to discontinue specifications or to alter options, without notice. This includes the substitution of components of a different brand or make which will result in comparable performance. All information printed in this brochure is subject to change after the date of printing.

Some features shown or described in this brochure are optional and may only be available in selected locations. Photographs may show people or decorations that are not standard equipment on Holiday Rambler models.

Holiday Rambler, HR logo and trademarks, Allgas-Plus, and Allgasoline are registered trademarks, and This is Living and Distinguished Traveler are trademarks of Holiday Rambler. All other products and company names are trademarks and/or registered trademarks of their respective holders.



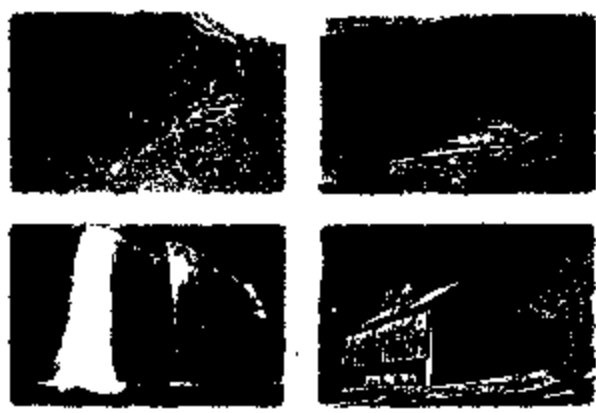
Holiday Rambler, 65005 State Road 19, P.O. Box 464, Wakeview, Indiana 46474-0464

© Holiday Rambler Ltd.
July 1993

APPENDIX

"B-1"

WYRD CAVE NATIONAL PARK ACADIA NATIONAL PARK HADERMAN POSSIL BEES NATIONAL MONUMENT ANTETAM NATIONAL BATTLE FIELD



THE HETCHY RIVER NATIONAL MONUMENT
 11,000 ACRES
 1908
 CALIFORNIA
 THE HETCHY RIVER NATIONAL MONUMENT
 CALIFORNIA

WYRD CAVE NATIONAL PARK ACADIA NATIONAL PARK HADERMAN POSSIL BEES NATIONAL MONUMENT ANTETAM NATIONAL BATTLE FIELD

WYRD CAVE NATIONAL PARK ACADIA NATIONAL PARK HADERMAN POSSIL BEES NATIONAL MONUMENT ANTETAM NATIONAL BATTLE FIELD

CLIPPOGA VALLEY NATIONAL RECREATION AREA MEDICINE LODGE STATE ANCHAEOLICAL SITE CAPE HATTIES NATIONAL BEACHES

TOWING, LEVELING, AND STABILIZATION

Whenever uncertain it is always a good idea to request additional instructions or advice.

TRAILER CLASSIFICATION

Class 1

All types of trailers with a gross weight (trailer weight including load) not exceeding 2000 lbs.

Class 2

All types of trailers with gross weight (trailer weight including load) over 2000 lbs. and not exceeding 3500 lbs.

Class 3

All types of trailers with a gross weight (trailer weight including the load) over 3500 lbs. and not exceeding 5000 lbs.

Class 4

All types of trailers with the gross weight (trailer weight including load) over 5000 lbs. and not exceeding 10,000 lbs.

FRAME EQUALIZATION HITCH

Travel Trailers

A frame equalizing hitch is the only type we recommend. It distributes the trailer's tongue weight to both the front and rear wheels of the tow vehicle. By adjusting the chain links, the spring or torsion bar, the tow vehicle and trailer are made to ride in the correct position. The result is an easier riding tow vehicle and a better towing trailer.

Information regarding the mandatory hitch classification and hitch ball diameter required for proper towing of your trailer is permanently marked on your trailer's coupler.

Your dealer should check hitch ball height. Improper height may cause sway and other undesirable towing characteristics. Ask your dealer for assistance.

The hitch is part of the connecting mechanism including the ball support platform and ball, as well as, components that extend and are attached to the towing vehicle. Your hitch should meet the SAE (Society of Automotive Engineers) standards as determined by the gross weight (including the load) of your trailer.

HITCHING FIFTH WHEELS

Please refer to the hitch manufacturer's instructions in your warranty file.

IMPORTANT: BE SURE LATCH IS FULLY LOCKED BEFORE TOWING FIFTH WHEEL.

HITCHING TRAVEL TRAILERS

1. Raise trailer jack until tongue clears hitch ball, then back the tow vehicle so that hitch ball is directly under socket. Ask another person to guide you or, if you must do it alone, please follow these steps:

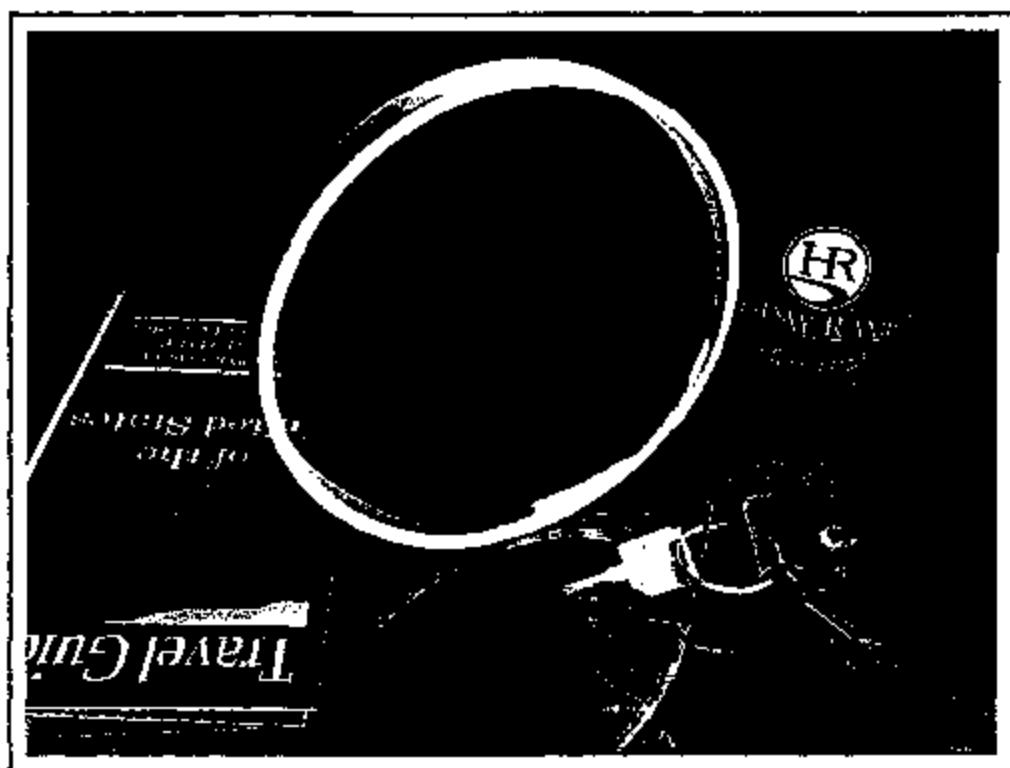
Position the tow vehicle and trailer in a straight line about 8 feet apart and sight directly down the center of the vehicle to the trailer jack stand.

APPENDIX

"B-2"

1996

HOLIDAY RAMBLER®
ALUMA-LITE®
ALUMA-LITE® *Custom*
TRAVEL TRAILERS



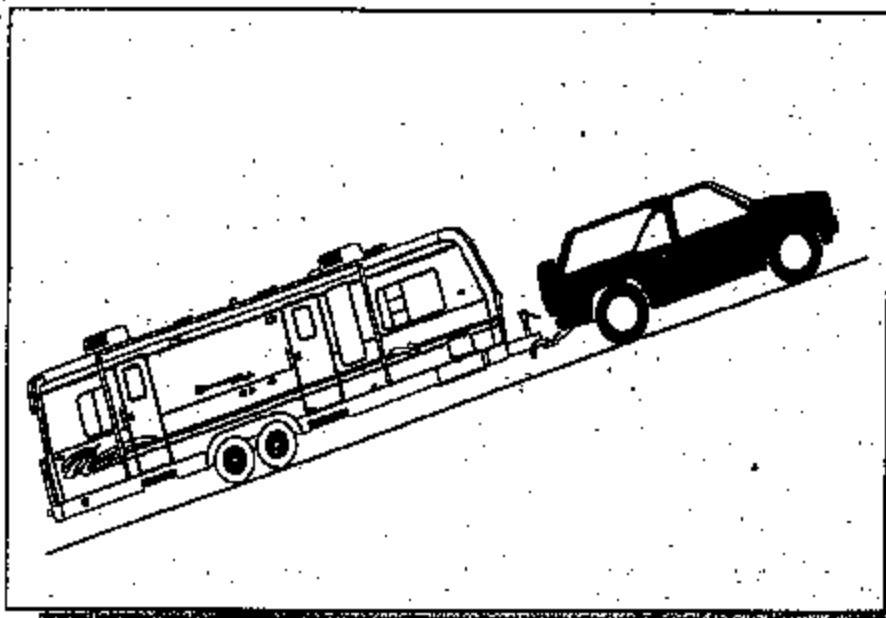
HOLIDAY RAMBLER®

This is Living

OWNER'S MANUAL

FROM THE 1995 ALUMA-LITE TRAVEL TRAILER OWNER'S MANUAL

TOWING & SAFETY TIPS



General Information

Towing your new travel trailer may be an unfamiliar experience. Use extra caution until you feel comfortable. With older trucks a rule for choosing gears was to use the same gear going down a hill that you would need to climb the hill. However, new trucks have low friction parts and streamlined shapes for fuel economy. They may also have more powerful engines. This means they can go up hills in higher gears and have less friction and air drag to hold them back going down hills. For that reason drivers of modern trucks may have to use a lower gear going down a hill than would be required to go up a hill. Find out what is right for your vehicle. There should be little difficulty on gradual turns. For sharp turns reduce speed and swing wide. Do not be afraid to pull well into the intersection before making a turn (consider other traffic and obstacles in the intersection). Proper braking is extremely important for your safety. The total weight towed is much greater than a car, or even a small truck. Anticipate traffic signals, stop signs and side traffic. Decelerate slowly, whenever possible, to prevent undue wear on the brakes, tires, etc. When passing a semi, bus or other large vehicle in either direction, air turbulence may cause the trailer to sway slightly. When this happens a slight

TOWING & SAFETY TIPS

Continued...



frame for which it was not designed. Towing a trailer under these conditions can cause premature wear, fractures and/or breaks in the trailer frame.

Frame Equalization Hitch

A frame equalizing hitch is the only type we recommend. It distributes the trailer's tongue weight to both the front and rear wheels of the tow vehicle. By adjusting the chain links, the spring or torsion bar, the tow vehicle and trailer are made to ride in the correct position. The result is an easier riding tow vehicle and a better towing trailer. Information regarding the mandatory hitch classification and hitch ball diameter required for proper towing of your trailer is permanently marked on your trailer's coupler. Your dealer should check hitch ball height. Improper height may cause sway and other undesirable towing characteristics. Ask your dealer for assistance. The hitch is part of the connecting mechanism including the ball support platform and ball, as well as, components that extend and are attached to the towing vehicle. Your hitch should meet the SAE (Society of Automotive Engineers) standards as determined by the gross weight (including the load) of your trailer.

Hitching Travel Trailers

Raise the trailer jack until the tongue clears the hitch ball. Then back the tow vehicle so that the hitch ball is directly under the socket. Ask another person to guide you or, if you must do it alone, please follow these steps:

- Position the tow vehicle and trailer in a straight line about 8 feet apart and sight directly down the center of the vehicle to the trailer jack stand.
- Back your vehicle slowly keeping the tow vehicle's center-line on target to the vehicle jack stand. Continue backing until you're about one foot from the trailer hitch.
- Stop, get out, judge the distance and direction you must still move. Pick a distance reference point on the ground.
- Get behind the steering wheel and leave the door ajar. Sight your ground reference point and back slowly to bring the hitch ball under the trailer tongue.

Lower the trailer jack until the socket sits on the hitch ball; engage the lock and retainer clip. Raise the tongue again by cranking the jack. If the hitch is locked properly this will raise the tow vehicle and make it easier to install the equalizing bars.

CAUTION: Always check to be certain the hitch is locked properly before towing. Be sure hitch bars are adjusted for proper load equalization.

APPENDIX

"C-1"

**LAWSUITS INVOLVING 1996
31CFS ALUMA-LITE TRAVEL TRAILERS**

PARTIES INVOLVED: [REDACTED]
COURT CAPTION: [REDACTED] v. Holiday Rambler and Rangitsch RV
COURT NAME: U.S. District Court, Missoula Division, Montana
CAUSE NO.: CV 97 140 M LBE
FILING DATE: 9/95
DEFECT CLAIMED: Stability Involving a 1996 Aluma-Lite 31CFS travel trailer. See attached letter from local counsel.

PARTIES INVOLVED: [REDACTED]
COURT CAPTION: [REDACTED] Individually and [REDACTED]
[REDACTED] v. Monaco Coach Corporation
and MCC Acquisition Corporation
COURT NAME: US District Court, Eastern District of Texas,
Texarkana Division
CAUSE NO.: 598CV122
FILING DATE: 4/98
DEFECT CLAIMED: Stability Involving a 1996 31CFS Aluma-Lite Travel trailer and dealer negligence in properly installing the trailer hitch/receiver/equalizing hitch. See attached letter from local counsel.

PARTIES INVOLVED: [REDACTED]
COURT CAPTION: [REDACTED] Individually and
[REDACTED] as parents of [REDACTED]
[REDACTED] v. Holiday Rambler LLC, Lazydays RV
Center, Inc. and John Doe
COURT NAME: 19th Judicial Circuit Court in Martin County,
Florida
CAUSE NO.: 96-82D-LA
FILING DATE: 11/6/96
DEFECT CLAIMED: Stability Involving a 1996 31 CFS Aluma-Lite Travel trailer. See attached letter from local counsel.

APPENDIX

"C-1(a)"

66

Page 1 of 4 pages

FLORIDA TRAFFIC CRASH REPORT

NARRATIVE / ORIGINAL
 FLA. TOL. DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES
 TRAFFIC CRASH RECORDS
 TALLAHASSEE, FLORIDA 32309-0600

DO NOT WRITE IN THIS SPACE

THIS INFO FATALS ONLY	THIS CRASH REPORTED	AN	PM	TIME CRASH OCCURRED	AN	PM	COUNTY / CITY CODE	DATE OF CRASH	REPORT AGENCY REPORT NUMBER	FLORIDA CRASH REPORT NUMBER
							42/00	01-04-96	56-12-0001842	50523F15

NARRATIVE / ADDITIONAL PARAMETERS

V-1 was travelling southbound on SR 9 in the center lane.
 V-1 trailer began to sway back and forth. V-1 trailer crossed
 into the inside lane and partially onto the inside shoulder.
 As the trailer 'jack-knifed', V-1 driver lost control of V-1.
 V-1 and trailer rotated clockwise and began to side-slip,
 leaving the roadway to the west. As it left the roadway
 V-1 over turned 1/2 time coming to final rest on the
 west shoulder facing south.

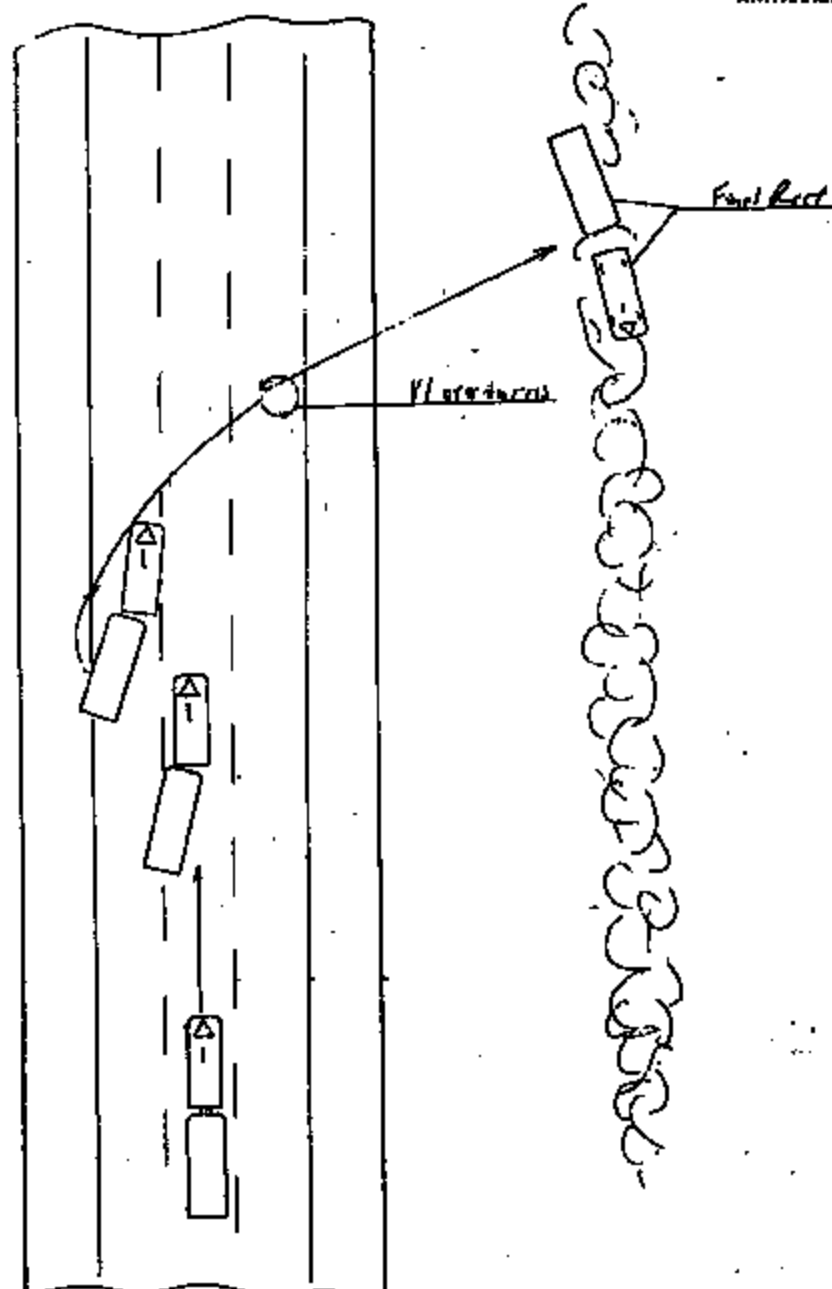
SEQ #	PAGE #	PERSONNEL NAME	ADDRESS	CITY & STATE	ZIP	AGE	LOC.	IN	DATE CRASH	TIME
1	2	[REDACTED]	[REDACTED]	Hollywood, FL	[REDACTED]	[REDACTED]	5	3	21	1
1	3	[REDACTED]	[REDACTED]	Hollywood, FL	[REDACTED]	[REDACTED]	6	1	21	1

CRASH	FL. COUNTY NUMBER	NAME	ADDRESS	CITY & STATE	ZIP
CRASH	FL. COUNTY NUMBER	NAME	ADDRESS	CITY & STATE	ZIP

REPORT MADE BY: NAME	POSITION OR RANK	CERTIFIED TO RANK	REPORTED TO BY: NAME	POSITION OR RANK	CERTIFIED TO RANK
Martin G. Rios	Police Officer		Martin G. Rios	Police Officer	
INVESTIGATION DATE OF CRASH	INVESTIGATION DATE OF REPORT	INVESTIGATION DATE OF CRASH	INVESTIGATION DATE OF REPORT	INVESTIGATION DATE OF CRASH	INVESTIGATION DATE OF REPORT
01/04/96	01/04/96	01/04/96	01/04/96	01/04/96	01/04/96

DIAGRAM
(not to scale)

INDICATE NORTH
WITH ARROW



APPENDIX

"C-1(b)"

Page		Date		Time		Location		Weather		Remarks	
1	1	10/10/54	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00
1. The first part of the report is a description of the weather conditions at the time of the observation. The weather was clear and sunny with a high temperature of 71 degrees Fahrenheit and a low temperature of 51 degrees Fahrenheit. The wind was light and variable, and the humidity was 65%. 2. The second part of the report is a description of the terrain and the vegetation. The terrain was flat and the vegetation was mostly grass and shrubs. There were some trees scattered throughout the area. 3. The third part of the report is a description of the animals observed. There were several birds seen, including a pair of robins and a single cardinal. There were also some small mammals seen, including a squirrel and a chipmunk. 4. The fourth part of the report is a description of the insects observed. There were several beetles seen, including a pair of ladybugs and a single firefly. There were also some flies and bees seen. 5. The fifth part of the report is a description of the plants observed. There were several flowers seen, including a pair of daisies and a single tulip. There were also some ferns and mosses seen. 6. The sixth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
7. The seventh part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
8. The eighth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
9. The ninth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
10. The tenth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
11. The eleventh part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
12. The twelfth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
13. The thirteenth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
14. The fourteenth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
15. The fifteenth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
16. The sixteenth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
17. The seventeenth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
18. The eighteenth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
19. The nineteenth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											
20. The twentieth part of the report is a description of the other observations. There were some clouds seen in the sky, and there were some birds heard in the distance.											

~~ACT COPY~~

CONFIDENTIAL

APPENDIX

"C-1(c)"

[illegible]



Department of Justice
MONTANA HIGHWAY PATROL
 301 N. Roberts, Helena, Montana 59601 (406) 441-3070

Page 3

ACCIDENT INFORMATION:

Your File No.

Please Print Below Complete Names of Drivers Involved:

	First	Middle	Last	Driver's License No.	Date of Birth
1.	[REDACTED]				
2.					
3.					

Location of Accident (Street or Highway)				US-93 MILE MARKER 13 N	
City or County				Fatality	Accident Date
Helen & Lake County				Yes	8/31/95
				No	

"61-7-114". Accident reports confidential. (a), see (b). All accident reports and supplemental information filed as required by this act shall be confidential and not open to general public inspection, nor shall copying of lists of such reports be permitted, except, however, that the report and supplemental information filed by law enforcement personnel, as required by this act may be examined by any person named in such report or reports or by any driver, passenger, or pedestrian involved in the accident or by his representative designated in writing, or if such person shall be deceased, by his executor or administrator or by the attorney representing such executor or administrator."

AUTHORIZATION:

Signature of Person Involved

Paul E. Bond, Attorney for Holiday Rentals LLC

REQUESTER INVOLVED AS:

Driver ☐ Pedestrian ☐ Owner of property damaged ☐

Passenger ☐ Personal Representative or Attorney of deceased driver, passenger or pedestrian ☒

MANUFACTURER OF INVOLVED TRAILER

THE FEE FOR ANY RECORD SEARCH IS \$2.00. If a record is available the information will be provided without additional charges. Make checks payable to the MONTANA HIGHWAY PATROL.

THIS REQUEST WILL ONLY BE HONORED IF PROPERLY SIGNED AND THE REQUIRED FEE ENCLOSED.

PRODUCT DESCRIPTION

32' - Holiday Rambler

SERIAL # [REDACTED]

MONTH 08, YR 95

VIN # 1KN181K20TW [REDACTED]

TAR-75-9

MANUFACTURE 10-R75-9

MONT. RV # 50047

APPENDIX

"C-2"

PRIVILEGED AND CONFIDENTIAL

DISPOSITION OF

**LAWSUITS INVOLVING 1996
31CFS ALUMA-LITE TRAVEL TRAILERS**

██████████ v. Holiday Rambler and Rangitsch RV

██████████ were involved in an accident in 8/95. The matter was settled for \$30,000 from Monaco, with Rangitsch settling separately. See attached letter from local counsel.

**██████████ Individually and d/b/a ██████████
██████████ v. Monaco Coach Corporation
and MCC Acquisition Corporation**

File is open and active. Trial may occur this fall. See attached letter from local counsel.

**██████████ Individually and as parents of ██████████
██████████ v. Holiday Rambler LLC, Lazydays RV**

The case was settled with Monaco Coach paying \$75,000 and the dealership paying \$200,000. See attached letter from local counsel.

APPENDIX

"C-3"

MILAM OTERO LARSEN
DAWSON & TRAYLOR, P.A.

Timothy J. McDermott

Direct Line
904/798-3706 ext. 114
E-mail address
mcdernott@link.com

July 22, 1999

VIA FACSIMILE AND FEDERAL EXPRESS

Mr. Michael Pangburn
Monaco/Holiday Rambler, LLC
606 Nelson's Way
Wakarusa, IN 46573-0465

RECEIVED
JUL 23 1999

MONACO COACH CORP.
LEGAL DEPARTMENT

Re: [REDACTED] v. Holiday Rambler, LLC, et al.; Case No.
96-820-CA

Dear Mike:

As a follow up to our recent discussion, I am outlining the factual evidence of record in the Pecoraro action which unquestionably demonstrates that the "instability" and rollover experienced by the Pecoraro family while towing the 1996 31' CFS Alumina-Lite travel trailer had absolutely nothing to do with the design of the travel trailer.

The Facts of Record

[REDACTED] owned a 1996 31' CFS Alumina-Lite travel trailer. As they were traveling southbound on I-95 around 5:00 p.m. on January 1, 1996, they heard a "loud clang" coming from the hitch area of their GMC Suburban/Holiday Rambler trailer. It sounded like "metal striking metal" according to the Procuree (see Exhibit "A" hereto, [REDACTED] deposition testimony). Instantaneous with hearing that clang, the trailer started manifesting major instability. Specifically, the rear of the trailer moved left (clockwise) at which point [REDACTED] applied the trailer brakes which worked precisely as they were designed to function. In response, the trailer moved back to the right (counterclockwise) at which point the trailer proceeded back to the left in a violent fashion, ultimately continuing to rotate to the left, i.e., clockwise, such that the trailer and tow vehicle rotated 180° with the trailer and tow vehicle traveling backwards down the interstate.

Mr. Michael Pangburn
July 22, 1998
Page 2

They proceeded off the travel roadway into a ditch where the rollover occurred (See Exhibit "A").

The GVW of the 31' CFS trailer was 10,000 pounds. The Owners Manual for the 1994 GMC Suburban utility vehicle recommended that when towing a trailer weighing over 3,000 pounds in weight, that the operator install a load equalizing device on the trailer (See Exhibit "B" hereto). Mr. Pecoraro installed a Reese "away kit" on his trailer on September 26, 1995 (See Exhibit "A"). [REDACTED] testified that at no time after the installation of the sway kit did he experience any instability or "sway problems" with his 31' Alumina-Lite trailer (See Exhibit "A").

Why did the trailer experience the instability? The answer is that the chain on the snap-up bracket on the right trailer frame rail, while under tension, suddenly came loose from the snap-up bracket horn which, in turn, caused a sudden and catastrophic, asymmetrical load shift in the trailer. I am attaching hereto as Exhibit "C" relevant pages from the deposition of Mr. Frank Fore, an engineer retained by the [REDACTED] who is a graduate of Georgia Tech. As you can see, he opines that it was the loss of this chain, under tension, which caused the loss of stability and rollover.

Why did the chain come off the snap-up bracket? There are at least two alternative explanations. First, it is undisputed that the independent dealer, Lazy Days RV Center, Inc., cut the retention bolts on each of the two snap-up brackets on the 31' [REDACTED] trailer at the time the trailer was sold to them in August, 1995 as a new vehicle (See Exhibit "A"). Mr. Fore, who inspected the remains of the tow vehicle/trailer after the accident on January 16, 1996, observed the two snap-up brackets and bolts having significantly altered bolts. He observed that the cut ends of the bolts were "angulated", meaning that they were not cut in a manner which resulted in their ends being "flush" against the frame rails upon tightening. Rather, the "angulated" end of each of the two cut bolts resulted in insufficient friction being developed to ensure adequate bolt retention. In effect, the modified bolt on the right frame rail caused the bracket to lose retention, causing it to slip forward six inches on that frame rail, which, in turn, caused the sway kit assembly on the right frame rail to move forward six inches, which, in turn, caused the chain to rip off the snap-up horn (See Exhibit "C" hereto). I am

Mr. Michael Pangburn
July 22, 1999
Page 3

enclosing a laser copy of photographs of the right frame rail which depict the scarring caused by the sudden shift in the sway kit and bracket equipment on that side. (See Exhibit "D")

Noteworthy, Mr. Fore confirms that the loud "clang" which [REDACTED] heard at the time of the onset of the instability, was entirely consistent with the snap-up horn coming down violently and slapping against the frame-rail as the chain came off, or was consistent with the chain releasing which caused a spring bar to release and violently slap into the asphalt road surface (See Exhibit "C").

Interestingly, even the plaintiffs admitted in this lawsuit that their accident occurred as a result of the cut bolts (See the Request to Admit and Responses, Exhibit "E" hereto).

It is also important to note, that in his inspection after the accident, Mr. Fore noted that both of the "safety pins" which [REDACTED] was required to insert into the snap-up bracket, in order to ensure that the snap-up horn, with chain attached, did not come down, were missing after the accident. (Fore Depo., Exhibit "C"). [REDACTED] admitted that he had hitched up the trailer to his Suburban only hours before when they began their return trip from the Orlando area to Hollywood, Florida earlier that morning. In short, it is entirely possible that [REDACTED] forgot to install the safety pins, which, in turn, caused the snap-up horn to come down violently during their return trip, which, in turn, caused the chain to be released from the descending snap-up horn.

Also, it is noteworthy that a [REDACTED] who was driving his car behind the trailer, observed a black metal piece, three to four feet long, coming loose from the hitch area at the time of the onset of the trailer instability (See [REDACTED] Exhibit "F" hereto). As you can see from the diagram of the Reese sway kit installed by [REDACTED] Exhibit "G" hereto, [REDACTED] installed two "spring bars" which were three to four feet long. It is clear that [REDACTED] may also have suffered a failure of the Reese sway kit assembly, which, in turn, engendered the loss of stability and the rollover.

Mr. Michael Pengburn
July 22, 1989
Page 4

Conclusion

As you can see, the Holiday Rambler trailer had nothing to do with the sudden, instantaneous and catastrophic loss of stability and rollover suffered by the [REDACTED] family. If I can provide additional information pertinent to the facts of record in this case, I will be happy to do so.

Very truly yours,


Timothy J. McDermott

TJM/smb
Enclosures

IN THE CIRCUIT COURT OF THE
19TH JUDICIAL CIRCUIT, 18 AND
FOR MARTIN COUNTY, FLORIDA

CASE NO. 96-828-CA

MICHAEL PECORARO and ROBIN
PECORARO, Individually, and
MICHAEL PECORARO, as the
Natural Parent and Guardian of
MICHAEL RYAN PECORARO and
BRITTNEY PECORARO,

Plaintiffs,

vs.

HOLIDAY RAMBLER LLC, LAZYDAYS
RV CENTER, INC., and JOHN DOE,

Defendants.

COPY

Boca Raton, Florida

April 21, 1997

9:40 A.M.

VOLUME I OF II

DEPOSITION

OF

MICHAEL PECORARO

1 Q. And of course the Holiday Rambler was a 31
2 foot Holiday Rambler CFS. Correct?

3 A. Correct.

4 Q. When you purchased that Holiday Rambler
5 trailer, what year did you understand of make of
6 Holiday Rambler that was?

7 A. 1996.

8 Q. And that's what's reflected on the buyer's
9 order that was signed by you, that is a 1996 Holiday
10 Rambler. Is that correct?

11 A. That's what I was led to believe.

12 Q. And do you have any information to the
13 contrary?

14 MR. VAQUEZ: I object to the form of
15 the question to the extent that it asks for
16 information protected by the attorney/client
17 privilege.

18 But you may go ahead and answer.

19 BY MR. MODERNOTT:

20 Q. Let me rephrase the question.

21 Do you have any facts here as we sit here
22 this morning that would indicate that that Holiday
23 Rambler you purchased was anything but a 1996 model
24 year Holiday Rambler?

25 A. Yes, I do.

IN THE CIRCUIT COURT OF THE
19TH JUDICIAL CIRCUIT, IN AND
FOR MARTIN COUNTY, FLORIDA

CASE NO. 96-820-CA

MICHAEL PECORARO and ROBIN
PECORARO, Individually, and
MICHAEL PECORARO, as the
Natural Parent and Guardian of
MICHAEL RYAN PECORARO and
BRITNEY PECORARO,

Plaintiffs,

vs.

HOLIDAY RAMBLER LLC, LAZYDAYS
RV CENTER, INC., and JOHN DOE,

Defendants.

ORIGINAL

Boca Raton, Florida

April 21, 1997

11:45 A.M.

VOLUME 11 OF 11

DEPOSITION

OF

MICHAEL PECORARO

1 to have the bank verify the date on the check.

2 Q. Would this date there of September 26th,
3 1995 on your stub, would that be off by more than two
4 weeks, or is that unlikely?

5 A. I'm a bad bookkeeper. It could be.

6 Q. Okay. Your wife laughs. She knows.

7 The reason I'm asking is that is it possible
8 there's a third trip to Kissimmee with this Holiday
9 Rambler trailer?

10 A. Well, as I said before, I don't recall how
11 many trips up there. There were two or three. It's
12 very possible it was done on the second trip and we
13 have copies of the first and third. I don't know.

14 Q. Okay. Would you have gone by Kissimmee on
15 your way over to Lazydays for service?

16 A. No.

17 Q. You would have taken a different route?

18 A. Yes, sir.

19 Q. Given that date of September 26th, 1995 and
20 your previous testimony, would it be correct that if
21 did you acquire it in September of '95 you would have
22 installed these sidewinders and the Reese away kit
23 within a week of September 26th, 1995?

24 A. Yes, sir. I almost -- okay. Yeah.

25 Q. Is that about right?

1 A. Yes, sir.

2 Q. Okay. Who actually physically installed the
3 sidewinders?

4 A. Sidewinders don't get installed. They are
5 an option that just elevates the side of the
6 slide-out.

7 Q. I'm sorry. Okay. I'm sorry.

8 Who installed the Ramga sway kit that's
9 described on Exhibit 5?

10 A. I did.

11 Q. And you physically got the tool kit out and
12 did the installation?

13 A. Yes, sir.

14 Q. Were there instructions?

15 A. Yes, sir.

16 Q. Do you still have the instructions from that
17 kit?

18 A. No, I do not.

19 Q. Was there an operator's manual at all or
20 just --

21 A. Just an instruction sheet that was along
22 with all the other paperwork.

23 Q. Was it just one piece of paper or was it
24 multiple pieces?

25 A. I don't recall. I believe it was one.

1 Q. Were there any safety warnings about the
2 installation, proper installation of that sway kit?

3 A. I don't recall.

4 Q. In the normal course would you have read
5 those warnings?

6 A. Absolutely.

7 Q. Why?

8 A. To make sure I'm installing this properly.
9 There's a number of parts. You don't know what part
10 goes where.

11 Q. What was your understanding when you
12 installed that Reese sway kit around the end of
13 September 1995 -- what was your understanding,
14 Mr. Pecoraro, as to what function or purpose that sway
15 kit played when you were traveling down the road
16 pulling the Holiday Rambler trailer?

17 A. It was to minimize any sway that you were
18 going to be receiving in the trailer.

19 Q. How do you define sway?

20 A. Any unreasonable amount of maneuvering from
21 your trailer from left to right.

22 Q. Okay. Now if we were to go down the road
23 and park, if we had an imaginary center line that went
24 right down from the front of the Suburban to the rear
25 bumper exactly in the middle, that would be what we

1 call the long axis or center line of the vehicle.
2 It's equidistant from the left as the right. Are you
3 with me?

4 A. Hm-hmm.

5 Q. If we carried that forward -- or excuse me,
6 carried that rearward back through the trailer, we
7 would have that same center line that would go through
8 the precise center of the trailer from front to rear.
9 Are you with me?

10 A. Yes, sir.

11 Q. Okay. If there is deviation, that is if the
12 trailer as you are going down the roadway, the rear of
13 the trailer starts moving out such that that center
14 line now, that imaginary center line is there but the
15 trailer's center line moves out from that, is that how
16 you define away?

17 A. That would be one way.

18 Q. Would that work?

19 A. Sure.

20 Q. Okay. So we'll call that movement of the
21 center line of the trailer away from the perfect
22 center line of both vehicles together. Can we use
23 that definition?

24 A. Okay.

25 Q. Okay. What was your understanding then as

1 to what the purpose of the Reese sway kit was for?

2 A. Anytime there was any deviation, using your
3 explanation of a center line, of that to some degree,
4 the lobes that are on that will put --

5 Q. The lobes that are on what?

6 A. On the Reese sway control.

7 Q. And lobes are what? That's kind of a rough
8 term.

9 A. Okay. I believe that's what they're called.
10 They're lobes.

11 Q. L-O-B-E-S?

12 A. I spelled losses wrong, so I'm --

13 Q. Okay. It's your belief that those -- and
14 are there two lobes?

15 A. A left and a right.

16 Q. And are they kind of struts, steel members?

17 A. If you will, yeah.

18 Q. And it's your belief that anytime as you are
19 going down the road and that sway starts to be
20 introduced into the trailer so that its theoretical
21 center line moves away from the overall center line of
22 the vehicles together, that these two struts that you
23 call lobes do what?

24 A. Well, I don't know what they do. I mean it
25 doesn't give you an explanation of how they operate.

1 Q. What's your understanding as to what their
2 function is?

3 A. My understanding was that it puts tension on
4 the one side, which then stabilizes the vehicle back
5 in, which keeps it locked into your straight line, as
6 you say, center line.

7 Q. Okay. Where did you install the Reese sway
8 kit?

9 A. In Kissimmee, Florida.

10 Q. Right there on the dealer's yard?

11 A. In the campgrounds.

12 Q. Why was it that you purchased the sway kit?

13 A. Because I felt sway on the trailer, and they
14 informed me that I should purchase a sway control.

15 Q. Who told you that? Who suggested that?

16 A. The gentleman from Lazydays RV.

17 Q. Bearded fellow?

18 A. En-hm.

19 Q. I'm sorry?

20 A. Scrubby, yes.

21 Q. Did you install that on the way back from
22 that September 22nd service trip?

23 In other words, the September 22nd -- there
24 was a service trip over there, and I'm looking at
25 Exhibit 5. This bears a date of September 26, '95.

1 You say you bought it in Kissimmee. Did you buy it on
2 the way back?

3 A. Yeah. We were camping in Kissimmee, and
4 that's where I purchased it and installed it.

5 Q. After you installed it, and when you
6 departed the campgrounds in September back for
7 Hollywood with the Reese sway kit on the vehicle,
8 could you feel the difference that that sway kit
9 made?

10 A. One hundred percent.

11 Q. How so?

12 A. The trailer was staying straight with the
13 tow vehicle at all times.

14 Q. At all speeds?

15 A. At all speeds.

16 Q. What speeds did you drive back at?

17 A. Anywhere from 20 miles an hour to up to 60
18 miles an hour.

19 Q. Did you apply brakes at high speeds as well?

20 A. Certainly.

21 Q. Any problems with swaying or stability?

22 A. None.

23 Q. Did you experience, Mr. Pecoraro, any
24 problems whatsoever with swaying or stability between
25 the time that you put on that Reese sway kit, end of

1 September 1995, and five minutes before your accident?

2 A. No, sir.

3 Q. To your own -- strike that.

4 Based upon your own driving of your tow
5 vehicle and the Holiday Rambler trailer between the
6 end of September 1995 and five minutes before your
7 accident, did you have any sway problems or stability
8 problems whatsoever with those two vehicles as you
9 towed them down the road?

10 A. None what were unacceptable or not normal.

11 Q. Were the swaying -- or was the swaying that
12 you did experience between the end of September after
13 you put the Reese kit on and five minutes before your
14 accident, was that what you would consider to be
15 normal swaying that you are going to get with any
16 towing of a vehicle?

17 A. I'm sorry, from the time that we purchased
18 the Reese hitch?

19 Q. Yes.

20 A. The Reese sway control?

21 Q. Yes.

22 A. Yes, that was 100 percent normal sway that
23 we would -- we experienced.

24 Q. Did you get sway from time to time with your
25 two Coachmen trailers?

1. A. No, sir.

2. Q. And it says at the bottom the "assembled
3 side view."

4 Do you see that?

5 A. Yes, sir, I do.

6 Q. That would actually be the assembled side
7 view, one for each side that looks like that.

8 Correct?

9 A. Correct.

10 Q. When you installed the sway kit and the
11 bracketry, Mr. Pasoraro, when you were done were the
12 U-bolts on each side directly across from each other?

13 A. Yes, sir.

14 Q. So that in a fore and aft, front to rear
15 dimension, those two sets of U-bolts would have been
16 immediately directly across from each other?

17 A. Yes, sir.

18 Q. The same dimension from the nose of the
19 coupler to each side?

20 A. Yes, sir.

21 Q. That's the way you mounted it. Correct?

22 A. M-hmm.

23 Q. Excuse me?

24 A. Yes.

25 Q. Did you have to cut any bolts?

1 A. No.

2 Q. At any time were any of the bolts on your
3 Holiday Rambler trailer in this whole front area from
4 the very front point of the coupler all the way to the
5 wall of the trailer -- I'm talking about that V frame
6 there, the portions of which are depicted in Exhibit
7 Number --

8 MR. VAZQUEZ: In 27.

9 BY MR. McDERMOTT:

10 Q. -- 27, were any bolts or any other portions,
11 metal portions, cut by anyone?

12 A. Are we referring to just this dual cam away
13 kit or the whole entire -- the whole front?

14 Q. The whole enchilada.

15 A. Yes.

16 Q. Okay. I want you to list for me each
17 component that was cut, modified, bent. And I said
18 cut. I mean modified in any fashion from what it was
19 as originally designed and built.

20 I want you to list for me each component
21 that was modified in any respect, and tell me when it
22 was modified and who did it.

23 A. At the time of the walk-through when we took
24 possession of the vehicle --

25 Q. That would be around August 19, 1995.

1 Correct?

2 A. Right.

3 Q. Okay. Go ahead.

4 A. We were doing a walk-through on the vehicle
5 showing us everything that it had and what to do, how
6 to change and proper care and maintenance. We got to
7 the front of the vehicle, there was a gentleman Steve,
8 a gentleman Lester, and George Hamaker, the
9 salesperson, were there. And there was one other
10 gentleman. I don't recall his name. He was the one
11 who did the initial walk-through.

12 Q. Was he a suit and tie guy?

13 A. No, sir. No.

14 Q. Was he a shop guy?

15 A. Yeah, shop guy. Steve was not. Steve had a
16 white collared shirt on, as did Lester.

17 Q. So Lester was a suit --

18 A. Lester I believe was a service writer.
19 Steve may have been a shop foreman. I have no idea.

20 Q. And George was sales?

21 A. George was sales.

22 Q. Can you describe to me the fourth
23 gentleman?

24 A. The fourth gentleman was middle aged,
25 meaning 40 to 45.

1 Q. Careful. Can we expand that to 477

2 A. Very clean cut. Very Georgia, southern
3 accent. Sandy brown hair again. Maybe 5'6", 5'7".
4 Medium build. Very professional, very nice.

5 Q. Was he -- did he wear a shirt and tie?

6 A. No. He was I guess in charge of doing the
7 walk-through with you, answering any questions that
8 you might have.

9 Q. Okay. Now tell me what if anything on that
10 Holiday Rambler trailer was modified during the
11 walk-through visit.

12 A. When we got to the front of the trailer he
13 was attempting to show me the tanks.

14 Q. Propane tanks?

15 A. Propane tanks. He released both lumps on
16 the cover, and then as you want to pull the cover out,
17 the cover hit the bolts that hold these snap-up
18 brackets up.

19 Q. Bear with me.

20 A. The snap-up brackets are not part of this
21 Reese hitch.

22 Q. The snap-up, would it be the snap-up bracket
23 that was labeled as a snap-up bracket on Exhibit 27
24 there?

25 A. Yes, sir.

1 Q. Right here on top?

2 A. Yes, sir.

3 Q. Let me show you a photograph so we get the
4 definitions correct.

5 A. Sure.

6 (Thereupon, M. Pecoraro Exhibit 28 was
7 marked for Identification.)

8 BY MR. McDERMOTT:

9 Q. I'll going to show you what's been marked as
10 photo or Pecoraro Exhibit 28. And is that what you're
11 referring to as a snap-up bracket?

12 A. That is correct.

13 MR. McDERMOTT: Just for the record,
14 that was one I took of the Holiday Rambler.

15 (Thereupon, M. Pecoraro Exhibit 29 was
16 marked for Identification.)

17 BY MR. McDERMOTT:

18 Q. Incidentally, I'm going to show you 29,
19 another photograph of the damaged trailer. And that
20 would be another snap-up bracket directly above the
21 sticker there on that photograph?

22 A. That's correct.

23 Q. Okay. Can I see that?

24 When you say that during the walk-through
25 you attempted to release the propane tank latches so

1 the door would come up, come out and go up --

2 A. Hm-hmm.

3 Q. -- and in fact what you're saying is that
4 there were -- what on that snap-up bracket as we've
5 defined it now interfered with the ability of the door
6 to do that?

7 A. See that picture there?

8 Q. You bet.

9 A. Can't tell from these pictures.

10 Q. I'm going to show you another photograph,
11 maybe this will help.

12 A. Okay.

13 (Thereupon, M. Pecoraro Exhibit 30 was
14 marked for Identification.)

15 BY MR. McDERMOTT:

16 Q. I show you Exhibit Number 30, which is
17 another photograph of a snap-up bracket on your
18 damaged trailer. Does that assist?

19 A. No. You still can't see the bolts that they
20 cut. The bolts are on the inside.

21 (Thereupon, M. Pecoraro Exhibit 31 was
22 marked for Identification.)

23 BY MR. McDERMOTT:

24 Q. All right. I'll work with you here. I'm
25 going to show you Exhibit 31. I'm going to show you

1 31. Is the bolt that you're referring to or one like
2 it depicted in Exhibit 31?

3 A. Yes, sir.

4 Q. Okay. Which bolt are you referring to in
5 that photograph? Can you point to me with your
6 finger?

7 A. (Indicating).

8 Q. All right. I'm going to take with this blue
9 pen and make an arrow.

10 Have I made an arrow pointing toward that
11 point on that photograph 31?

12 A. Yes, you have.

13 Q. Where was it hitting, at the very edge --
14 that is, the right and left side of this propane tank
15 door as it came out, you follow me, as it wants to
16 come out a little bit before it goes up, is that where
17 it was hitting those bolts this way?

18 A. The door panel drop pulls out and then goes
19 up, and it was hitting both bolts by a good inch. You
20 know, I didn't measure them at the time, but they were
21 hitting, which would in turn damage the skin of the
22 door.

23 Q. Do you know how -- strike that.

24 If you look in Pecoraro Exhibit 31 you will
25 see that immediately to the right of the bolt that --

1 with the arrow on it, immediately to the right of that
2 bolt by an inch or so and a couple other inches on the
3 right there appear to be some impressions made by
4 scratches as if a bolt at one point -- as if that bolt
5 at one point or one like it had been screwed tightly
6 against the frame rail there at these other two
7 locations. Do you see what I'm talking about?

8 A. Yes, I do.

9 Q. Did you, sir, at any time move the location
10 of the snap-up bracket that's depicted in that
11 photograph on that frame rail?

12 A. No, I did not.

13 Q. Do you know who did move it, if anyone did,
14 from that location that is depicted in Exhibit 31?

15 A. I would imagine --

16 MR. VAZQUEZ: Don't imagine. Just
17 answer.

18 BY MR. McDERMOTT:

19 Q. Do you know who moved that?

20 A. No.

21 Q. Okay. In installing your Reese away kit,
22 did you have to hook any equipment to the snap-up
23 bracket that's depicted here?

24 A. Yes.

25 Q. Which piece of equipment did you have to

Q. It was that kind of an angle?

A. Yes, sir.

Q. Okay. And is that the first time you noticed or experienced something was wrong?

A. Yes, sir.

Q. Have you ever told anyone that the first thing that you heard wrong was a noise, a loud noise?

A. It was at the exact same time that that happened.

Q. And did in fact hear a very loud noise?

A. Yes, I did.

Q. Could you describe for us what you heard?

A. I just heard a -- well, a clang, and then that was it.

Q. When you say clang -- and, you know, there are different kinds of noises. I don't know how to do this. But you can slap your hand, that's a clap.

A. Right.

Q. You can do a gun report.

A. Right.

Q. Have you ever fired a pistol?

A. Yes, I have.

Q. You could -- I'm trying to give you something that this sound -- like based on your own experience.

1 A. Okay. A piece of steel hitting steel. You
2 have to realize when you are trailering you hear
3 different noises. I mean there are different sounds
4 that come from the unit.

5 Q. Was it unusual?

6 A. I didn't have time to think if it was
7 unusual or not.

8 Q. Had you ever -- sitting here now, was it
9 unusual for you in motoring and pulling trailers
10 around?

11 A. Yes.

12 Q. Had you ever heard that sound before?

13 A. No, sir.

14 Q. Was it loud?

15 A. Loud enough that I heard it.

16 Q. Was the radio on?

17 A. I believe the radio was off.

18 Q. Were the windows up?

19 A. Yes, they were.

20 Q. Air conditioning on?

21 A. Yes, it was.

22 Q. And was that -- was it in response to
23 hearing that noise that your wife said, "honey, what
24 was that" or "what's going on"?

25 A. No, sir. It was the feel of the trailer

1 immediately pulling going left.

2 Q. Let me get my sequencing. You're going down
3 the road 60 miles an hour. You hear this unusual
4 noise. And how much time passed between the time you
5 heard the noise and you started to feel unusual
6 movements with the trailer?

7 A. None whatsoever.

8 Q. It was instantaneous?

9 A. Instantaneously.

10 Q. So the same time you heard the movement --
11 or excuse me, the same time you heard the sound is
12 when you started experiencing unusual movement with
13 the trailer?

14 A. That's correct.

15 Q. And how quickly did your eyes make it over
16 to your left side mirror to check out the trailer?

17 A. Immediately.

18 Q. And what did you see at that moment?

19 A. That picture, the trailer completely almost
20 45, going into the other lane.

21 Q. When you say that picture, you're talking
22 about the depiction of Exhibit 337?

23 A. Exactly.

24 MR. VASQUEZ: Since we got back to
25 that, nobody intends that to be to scale.

1 Right?

2 MR. McDERMOTT: You know, it may be
3 scale. I don't know. It was given to me
4 and I do not know.

5 But my intent was that at this point
6 it's generally depicted, and if it turns to
7 be to scale, great, we get a bonus.

8 BY MR. McDERMOTT:

9 Q. So all this happened within a second or
10 two?

11 A. A second.

12 Q. A second. And was it your wife who said,
13 "honey, what was that", or did you say something to
14 her?

15 A. No, sir. She said that to me. All three
16 things happened, noise, my reaction, and her remark
17 were instantaneously.

18 Q. When you heard her comments, you heard this
19 noise, you felt the sway in the trailer or this
20 movement in the trailer and you saw this out of
21 your -- was it your left side mirror?

22 A. Yes.

23 Q. What did you do, if anything?

24 A. I immediately went down and grabbed the
25 trailer brakes, the electric brake control for the

1 trailer.

2 Q. What did you do with your right hand?

3 A. I squeezed the brake control.

4 Q. Squeezed it hard or soft?

5 A. Yes, I did, I squeezed it pretty hard.

6 Fairly hard. Harder than normal.

7 Q. What happened in response to that squeeze?

8 A. I felt the trailer brakes kick in and jerk.

9 You know, you could feel it kind of jolt the truck.

10 Q. Like pulling?

11 A. Like the trailer brakes are working.

12 Q. Okay.

13 A. I felt that happen.

14 Q. Was it a good little jolt that the trailer
15 brakes caused your Suburban to undergo?

16 A. I felt a good little jolt that I felt
17 that -- the brakes kick on, yeah.

18 Q. Did they appear to be kicking on normally as
19 your squeeze would have asked them to do?

20 A. Yes.

21 Q. What occurred next after you squeezed with
22 your right hand the trailer brake? What happened?

23 A. At that time the trailer immediately came
24 back around straight and went to my right side.

25 Q. Did it stop straight or --

1 A. No, sir.

2 Q. Just passed straight?

3 A. Never stopped. Just passed straight. And
4 from the whip of that, my hand fell off the control.

5 Q. When you say the whip of that --

6 A. Right.

7 Q. -- when the trailer moved from its outbound
8 position on the left over to the right, was it smooth,
9 gentle and slow, or was it fast and traumatic?

10 A. Fast and traumatic.

11 Q. When it moved over to the right, could you
12 actually feel it cause a jerk inside to the occupants
13 inside the cab?

14 A. Absolutely.

15 Q. Was it a modest jerk or pretty pronounced?

16 A. Very pronounced.

17 Q. How much over to the right did the trailer
18 go?

19 A. I never saw it. Never looked over in that I
20 never got a chance to look to that mirror.

21 Q. Why not?

22 A. Because I was trying to gain control of the
23 vehicle at that time.

24 Q. What happened, in other words, you knew it
25 was going to the right, your hand gets pulled off

1 because of the jerkiness off of the brake --

2 A. Right.

3 Q. -- control device. Is that correct?

4 A. That's correct.

5 Q. What happened next?

6 A. At that time when I regained myself back
7 into the seating position --

8 Q. Was your upper body actually thrown to the
9 right?

10 A. Yeah. I was thrown this way at first.

11 Q. Towards your right?

12 A. On the return as it was going to the
13 right-hand side, I was -- my hand was down on the
14 control, got pushed off the control from the whipping
15 sensation of the Suburban, and --

16 Q. What you're saying, because the record can't
17 pick this up, you're leaning over to the right with
18 your right hand to squeeze the brake, and the trailer
19 moves back to your right. You are saying that your
20 upper torso from your ass up to your head starts
21 moving towards the right in response to that jerking.
22 Is that --

23 A. Yes.

24 Q. And then you tried and got yourself back in
25 the seated position?

1 A. Got up in the seating position. Then I then
2 instantaneously felt the trailer come back around
3 again.

4 Q. To the left?

5 A. To the left.

6 Q. How far -- did you see it in the left rear
7 outside mirror?

8 A. Yes, I did.

9 Q. How far out did it get this time?

10 A. I saw the complete unit, the whole entire
11 unit.

12 Q. Further than what it had been the first
13 time?

14 A. Yes, sir. And then after that, it -- I
15 never had a chance to do anything whatsoever, because
16 the trailer just immediately just kept going.

17 Q. In a clockwise rotation?

18 A. A clockwise rotation. If you will, a 180, I
19 guess you'll say. We came completely around.

20 Q. So that now your Suburban is pointed
21 northbound?

22 A. Northbound, correct.

23 Q. But you're still going southbound?

24 A. Correct.

25 Q. What happened next? How far did you travel?

1 Were you still on the paved road at that point when
2 you were in the 180 degree position facing northbound?

3 A. Yes. We were I guess forcibly going
4 southbound from the weight of everything going around.

5 Q. How far did you travel going 180 degrees
6 backwards with the trailer leading, if you will? How
7 far down the roadway do you estimate you went?

8 A. I didn't have time to measure it.

9 Q. Okay. Do you know how much time-wise? And
10 I don't mean to be a jerk on this. I'm trying to pin
11 it down.

12 A. Seconds. Five seconds, eight seconds.

13 Q. Then what happened?

14 A. I remember hearing my wife yell and scream
15 to the kids to get down, lower your heads. At that
16 point I had absolutely no control over anything. I
17 remember the very vicious whipping part, because it
18 felt like I was on a carnival ride.

19 Q. The trailer was getting you into the 180
20 position?

21 A. Correct.

22 Q. What happened then when Robin said to the
23 kids put their head down?

24 A. Right after she said that I heard the
25 trailer dump. I knew the trailer --

1 Q. You mean it was actually going off the --

2 A. Went off the shoulder. Because it crossed
3 over the other lanes, and then there was no more
4 shoulder left. And it went down on its side.

5 And when it went down on its side, all I
6 remember, I was just praying to God it was going to
7 break free. And at that point in time, the next thing
8 happened was the truck went on its side.

9 Q. Started leaning to -- rolling to its left?

10 A. Right. Driver's side. It rolled to the
11 left. I remember putting my hand up against the glass
12 to keep my body straight as I was going down. It was
13 more or less a softer roll at first. And right when I
14 looked, put my hands this way, I saw grass and
15 highway, so I knew --

16 Q. About six inches?

17 A. Right. Exactly. I knew I was right on the
18 median there or on the edge.

19 Q. You could actually see both the asphalt and
20 the grass?

21 A. At one split second, yeah. One split
22 second. That's why I knew we were near the edge.

23 Q. Okay.

24 A. And at this point we were just, if you will,
25 torpedoad.

SOME

**QUESTIONS
AND ANSWERS**

ABOUT **CFCs**

AND WHAT THEY MEAN FOR YOU

AND THE AIR CONDITIONING

SYSTEM OF YOUR NEW

GM VEHICLE



19

Owner's Manual

94

GMC

YUKON
SUBURBAN

EXHIBIT B

4. Engage the power take-off.

If you are going to drive the vehicle, shift the transmission into the gear you want. Then shift the transfer case into the range you want, apply the regular brakes and release the parking brake.

5. Release the clutch (and the regular brakes) as you normally would. When you release the clutch, the power take-off will start.

Using a Transfer Case Mounted Power Take-Off (Automatic Transmission)

1. Set the parking brake.
2. Shift the transfer case into "N" (Neutral).
3. Shift the transmission into "N" (Neutral).
4. Engage the power take-off.

If you are going to drive the vehicle, shift the transfer case into the range you want. Then apply the regular brakes and release the parking brake.

5. Shift the transmission to "D" (Drive) to start the power take-off.
6. Release the regular brakes to drive the vehicle.

Towing a Trailer

CAUTION:

If you don't use the correct equipment and drive properly, you can lose control when you pull a trailer. For example, if the trailer is too heavy, the brakes may not work well — or even at all. You and your passengers could be seriously injured. Pull a trailer only if you have followed all the steps in this section. Ask your GM dealer for advice and information about towing a trailer with your vehicle.

NOTICE:

Pulling a trailer improperly can damage your vehicle and result in costly repairs not covered by your warranty. To pull a trailer correctly, follow the advice in this section, and see your GM dealer for important information about towing a trailer with your vehicle.

Every vehicle is ready for some trailer towing. If it was built with trailering options, as many are, it's ready for heavier trailers. But trailering is different than just driving your vehicle by itself. Trailering means changes in handling, durability, and fuel economy. Successful, safe trailering takes correct equipment, and it has to be used properly.

That's the reason for this section. In it are many time-tested, important trailering tips and safety rules. Many of these are important for your safety and that of your passengers. So please read this section carefully before you pull a trailer.

If You Do Decide To Pull A Trailer

If you do, here are some important points.

- There are many different laws having to do with trailering. Make sure your rig will be legal, not only where you live but also where you'll be driving. A good source for this information can be state or provincial police.
- Consider using a sway control with a utility model if your trailer will weigh 3,000 pounds (1,361 kg) or less, or with a wagon model if your trailer will weigh 4,000 pounds (1,818 kg) or less. You should always use a sway control with a utility model if your trailer will weigh more than 3,000 pounds (1,361 kg), or with a wagon model if your trailer will weigh more than 4,000 pounds (1,818 kg).

You can ask a truck dealer about sway controls.

- Don't tow a trailer at all during the first 500 miles (800 km) your new vehicle is driven. Your engine, axle or other parts could be damaged.
- Then, during the first 500 miles (800 km) that you tow a trailer, don't drive over 50 mph (80 km/h) and don't make starts or full throttle. This helps your engine and other parts of your vehicle wear in at the heavier loads.

IN THE CIRCUIT COURT OF THE
19TH JUDICIAL CIRCUIT, IN AND
FOR MARTIN COUNTY, FLORIDA

CASE NO. 96-820-CA

MICHAEL PECORARO and ROBIN
PECORARO, Individually, and
MICHAEL PECORARO, as the
Natural Parent and Guardian of
MICHAEL RYAN PECORARO and
BRITTNEY PECORARO,

Plaintiffs,

vs.

HOLIDAY RAMBLER LLC, LAZYDAYS
RV CENTER, INC., and JOHN DOE,

Defendants.

COPY

Fort Lauderdale, Florida

December 2, 1997

11:30 A.M.

VOLUME II OF II

DEPOSITION

OF

FRANK FORN

1 kit at that dealership was installed like Mr. Pecoraro
2 had installed his?

3 A. Yes.

4 Q. Did he appear to have his installed
5 correctly?

6 A. Yes.

7 Q. At the time you inspected his trailer, were
8 those U-bolt -- the U-bolts and the plates as we
9 defined on Swanger Exhibit 5, were they in the correct
10 location on the right and left frame rail --

11 A. Yes.

12 Q. -- on Mr. Pecoraro's unit?

13 A. Yes.

14 Q. Had they moved at all fore and aft or any in
15 this accident?

16 A. I don't believe the U-bolts had.

17 Q. How about the plate?

18 A. I don't believe the plate had either.

19 Q. Okay. Did you make any attempt to check and
20 see if the correctly installed unit over at Rayside
21 Truck had the safety pin on the chain and snap-up
22 bracket attached to it on each side?

23 A. They actually were installed into the holes.
24 So yes, the safety pins were there.

25 Q. Okay. Did you -- on the accident unit,

1 Mr. Pecoraro's unit, as I understand it you made an
2 attempt to determine whether the safety pin -- you
3 could find either one of the two that should have been
4 on there. Correct?

5 A. Correct.

6 Q. And would you agree that those should have
7 been installed by Mr. Pecoraro at the time he
8 installed that Reese away kit?

9 A. Yes.

10 Q. What function did that safety pin play?

11 A. It prevents the snap-up bracket from
12 disengaging.

13 Q. Chain popping off the hook?

14 A. That's secondary to the snap-up bracket
15 disengaging, but yes. Ultimately to prevent the chain
16 from coming off of the hook.

17 Q. And is that of concern from a safety
18 standpoint if the chain comes off the snap-up hook?

19 A. Yes.

20 Q. And the safety pin makes sure it keeps it in
21 place?

22 A. It keeps the snap-up bracket up, which in
23 turn keeps the chain up.

24 Q. Okay. In other words, just the snap-up
25 bracket has a little hook at the end of the chain,

1 like goes over.

2 A. Correct.

3 Q. And you want that hook to be pointing
4 towards Mother Sky?

5 A. Exactly.

6 Q. And in order to keep it pointing towards
7 Mother Sky, the chain, the extra linkage beyond that
8 hook is pulled towards the center line of the
9 vehicle?

10 A. Correct.

11 Q. And towards the frame rail?

12 A. Actually, typically you don't do it with
13 your hands. There's a tool that you use to snap it
14 into place, because it takes quite a bit of load to
15 overcome that one pivot point on the chain.

16 Q. I'm just demonstrating here.

17 A. Right.

18 Q. But with your proper tool you push that
19 snap-up horn and bracket towards the center line of
20 the frame rails?

21 A. Correct.

22 Q. And you have to put a pretty good heft on it
23 to do that?

24 A. Yes.

25 Q. And as part of the chain, you're pushing on

1 it, do you lay the chain in the area where the safety
2 pin would be placed?

3 A. Yes.

4 Q. And do you put the safety pin through one of
5 the links into the snap-up bracket proper?

6 A. Yes.

7 Q. And then you take your -- what did you call
8 that tool?

9 MR. VASQUEZ: Cheater bar.

10 THE WITNESS: Cheater bar.

11 BY MR. McDERMOTT:

12 Q. You take your cheater bar off, and you now
13 have the chain affixed to the snap-up horn bracket as
14 well as the safety pin as well?

15 A. Correct.

16 Q. Is there load being placed on the safety
17 pin?

18 A. Yes.

19 Q. What kind of load?

20 A. Shear load.

21 Q. What kind of pound of shear load would you
22 estimate?

23 A. I would say probably 30 to 50 pounds of
24 shear load.

25 Q. Is that a pull? Is that a pretty good pull?

1 What's -- let me back up.

2 What would be -- I'll rephrase it.

3 And the purpose of that safety pin, as I
4 understand your testimony, is to make sure that this
5 snap-up bracket horn to which the chain is affixed,
6 that it stays pointing upright?

7 A. Correct.

8 Q. Because if it falls down away from the
9 center line of the trailer towards the shoulder of the
10 road, for example, the chain could come off?

11 A. Correct, it will come off.

12 Q. And if it does come off, is that a concern
13 from the overall stability of the trailer?

14 A. Yes.

15 Q. Why?

16 A. You will experience a sudden and
17 instantaneous change in the weight distribution on the
18 towing vehicle axles.

19 Q. Do you hold that opinion to a reasonable
20 degree of probability?

21 A. Yes.

22 Q. And if the chain comes off the snap-up
23 bracket while the trailer for example is going 51
24 miles per hour down the road, will that loss of the
25 chain off the bracket have any stability ramifications

1 for the tractor and the tow vehicle?

2 A. That's precisely my opinion. I believe that
3 is in fact what happened, and that is what initiated
4 the loss of stability.

5 Q. And is that in your opinion to a reasonable
6 degree of probability?

7 A. Yes.

8 Q. And why would the loss of that chain off of
9 the snap-up bracket -- why would that have a bad
10 result from a stability standpoint? Why did it cause
11 this accident, in your opinion?

12 A. As I previously stated, the distribution
13 between the front and the rear axle, the weight
14 change, changes drastically --

15 Q. On the Suburban?

16 A. -- on the towing vehicle, Suburban. So the
17 steering characteristics instantaneously and radically
18 change.

19 So an input that the driver had become
20 accustomed to in the last thousand miles no longer
21 causes the same effect. So that drastically changes
22 the controllability of the system. He would probably
23 get used to it and then be able to drive with it in
24 that situation, but instantaneous loss of that
25 distribution of weight would cause some significant

1 stability problem..

2 Q. So your opinion to a reasonable degree of
3 probability in your field of expertise is that the
4 chain came off the snap-up bracket causing this sudden
5 and catastrophic loss of stability?

6 MR. VAZQUEZ: Object to the form of the
7 question.

8 THE WITNESS: Yes.

9 MR. McDERMOTT: What's the nature of
10 the form? I want to correct it.

11 MR. VAZQUEZ: My objection is that I
12 think that you're mischaracterizing his
13 prior testimony.

14 MR. McDERMOTT: I'll rephrase. Is it a
15 form objection?

16 MR. VAZQUEZ: Yeah.

17 BY MR. McDERMOTT:

18 Q. In your opinion -- forget about the cause.
19 In your opinion, Mr. Fore, did the chain come off the
20 snap-up bracket in this case?

21 A. Yes.

22 Q. Is that your opinion to a reasonable degree
23 of probability?

24 A. Yes.

25 Q. Is it your opinion that when that chain came

1 My only understanding was a noise was
2 heard, a pop sound. And almost immediately,
3 without any driver input in between, the
4 trailer began oscillating uncontrollably.

5 BY MR. McDERMOTT:

6 Q. In which directions?

7 A. To the left first, or clockwise as viewing
8 from above.

9 Q. And what happened according to your
10 assumptions and understanding when you reconstructed
11 this?

12 A. At this point he was no longer controlling
13 the vehicle.

14 Q. Is it your understanding then when he heard
15 this pop noise that the trailer's rear end started
16 moving to the left, and continued to move to the left,
17 and basically passed him in a clockwise rotation?

18 A. No. It's my understanding that it rotated
19 to the left, rotated back to the right, and then
20 rotated to the left, and carried the Suburban with
21 it.

22 Q. Now, tell me from the point that he heard
23 the popping noise to the point where it went to the
24 final time to the left and came on around, what was
25 Mr. Pesararo's body doing?

1 A. I do not know. I suspect his arms were
2 frantically trying to steer the vehicle under
3 control. That's what I would be doing. I don't know
4 that he could even remember it, in fact, the amount of
5 time was so short that all that occurred in. It was
6 nearly instantaneous.

7 Q. Would it surprise you if I told you he did
8 remember it?

9 A. No, not necessarily.

10 Q. What significance would it be if in fact he
11 testified that his body was violently thrown to the
12 right in his seat, that is his upper torso came out of
13 the seat to the right as a result, immediately after
14 he heard this popping noise?

15 A. He came out of the right?

16 Q. Yes.

17 A. That indicates his vehicle was pulled to the
18 left with the trailer. That's consistent.

19 Q. Would that be an indication that the load,
20 this asymmetrical load that he was experiencing and
21 his truck was experiencing, was fairly substantial?

22 A. No. I believe that was as the trailer was
23 actually moving. At that time the trailer was no
24 longer straight behind the towing vehicle, and it was
25 providing a gross amount of input into -- it ended up

1 actually flipping the Suburban. It rotated the
2 Suburban 180 degrees.

3 So it's very clear that the trailer put a
4 tremendous amount of asymmetrical load into the car.
5 It's not the same -- this is asymmetrical load put
6 into the trailer as a result of the bracket releasing.
7 I don't believe there was any occupant motion as a
8 result of the bracket popping down. I believe there
9 was drastic occupant motion and horrible injury as a
10 result of the trailer moving and the Suburban, two
11 different phenomena.

12 Q. It was the loss of the chain off the snap-up
13 bracket that caused the loss of control which
14 eventually ended in a rollover. Is that correct?

15 A. Correct.

16 Q. And you hold that degree to a reasonable --
17 a reasonable degree of certainty in your field of
18 expertise?

19 A. Yes.

20 Q. Now what caused that pop-up noise, sir?

21 A. What caused the pop-up noise?

22 Q. Yeah. What was the pop-up noise or the pop
23 noise?

24 A. Probably in my opinion the pop-up snap-up
25 bracket disengaging.

1 Q. What does that mean? What was disengaging
2 from what?

3 A. The -- as we went through the scenario I
4 toolled your ear to force the snap-up bracket into a
5 vertical position. Snap-up bracket went horizontal.

6 Q. It went back down towards the ground?

7 A. Correct.

8 Q. Quickly?

9 A. Quickly.

10 Q. Within what? How many milliseconds?

11 A. Probably within a half a second. And the --
12 I take it that the bracket itself did not
13 necessarily -- the chain disengaged, so the arm, the
14 cam arm dropped down. Not necessarily the snap-up
15 bracket. There was no indication that the snap-up
16 bracket actually did drop down.

17 I believe the snap-up bracket slid forward
18 on the rail, and that allowed the chain to come off.

19 Q. And so the pop noise again was from the
20 actual --

21 A. Cam.

22 Q. -- hook?

23 A. The cam dropping down.

24 Q. In our little diagram here, Swanger Exhibit
25 Number 6?

1 A. You want me to point to it?

2 Q. Yeah.

3 A. The cam.

4 Q. The one that's labeled "cam arm"?

5 A. Cam arm.

6 Q. And you believe that that cam arm came down
7 and hit what?

8 A. The asphalt.

9 Q. And you think that was the noise?

10 A. The whole sequence of events, all of this
11 hardware dropping down, was the noise that they
12 heard.

13 Q. Well, they testified they heard a
14 metallic -- distinct metallic sound.

15 A. That's all metal.

16 Q. Is it your opinion that that cam arm hitting
17 the asphalt would create a metal sound?

18 A. Well, the cam arm hitting the metal and then
19 the spring arm on top of it certainly would.

20 Q. What spring arm on top of it?

21 A. The spring arm's loaded onto the cam arm.
22 You got two big pieces of metal. As the first one
23 drops, also second one's going to follow it through
24 and smack onto the first one.

25 But I believe all of it combined made the

1 loud popping noise they heard.

2 Q. A moment ago I thought you testified when I
3 first asked you what that pop noise was, I thought you
4 indicated that it was the snap-up bracket arm going
5 from pointing towards the sky to pointing towards the
6 earth?

7 A. Right. But I corrected myself.

8 Q. Is that noise, sir -- let's assume for the
9 sake of discussion that the snap-up arm in fact went
10 from pointing to the sky very quickly to pointing
11 toward the ground. Are you with me?

12 A. Yes.

13 Q. If it did so, would that create a popping
14 noise consistent with the kind they heard?

15 A. I don't know. I don't think it would have
16 been nearly as loud as the -- either scenario, when
17 the snap-up bracket pivots down or slides forward,
18 both scenarios indicate that the cam arm would then
19 strike the ground. And I believe that's going to be
20 much louder, probably in order of magnitude louder
21 than the noise of the snap-up bracket popping.

22 Q. If the snap-up bracket popped, would that be
23 loud, though?

24 A. Probably. It's under tension with chains.

25 Q. And would it be -- would it cause -- if that

1 want to have it in front of you. I've got a couple
2 follow-up questions.

3 You say on Page 3 of 19, item -- bullet
4 number 4, "Both of the trailer's snap-up bracket mount
5 bolts had been improperly modified."

6 Did I read that right?

7 A. Correctly.

8 Q. How had they been improperly modified?

9 A. They had been cut at an oblique angle.

10 Q. What angle?

11 A. I don't know specifically.

12 Q. Did you attempt to measure the angle on the
13 remaining snap-up mount bolt that existed on the left
14 frame rail when you were out there?

15 A. No. Did nothing.

16 Q. Did you take a closeup of that bolt?

17 A. Yes.

18 Q. Where is the closeup?

19 MR. VAZQUEZ: Could we go off the
20 record for just a second?

21 (Thereupon, a discussion was held off the
22 record, after which the following proceedings were
23 had:)

24 THE WITNESS: You did ask the remaining
25 one, didn't you?

1 BY MR. MODERMOTT:

2 Q. We are going to go on the record. We'll
3 answer this question, and then we'll have a little
4 chat on the record here.

5 A. I have numerous angles of it. They're
6 all -- it's all difficult to see because it's just a
7 small thing.

8 There's a picture showing the bolt, no
9 contact -- it's also a depiction of the bolt, but you
10 can't clearly see the end of it.

11 Q. I guess one of my questions -- I'm sorry, it
12 I was not a good question.

13 You have no closeups of the end of that
14 remaining bolt that's on the left side frame rail?

15 A. No.

16 Q. The closest you've got is a photograph --
17 would be this one here, would it not?

18 A. Correct.

19 (Thereupon, Fore Exhibit 23 was marked for
20 Identification.)

21 BY MR. MODERMOTT:

22 Q. And that would be the photo you've produced
23 which we're marking Fore Exhibit 23, which is from
24 your pile. Correct, sir?

25 A. Correct.

1 Q. You'll notice in Fore Exhibit Number 23 that
2 the safety pin is missing. Do you see that?

3 A. Correct.

4 Q. And you noted that in your report. Correct?

5 A. Yes.

6 Q. Why is that missing?

7 A. There was many pieces missing.

8 Q. Why was that pin missing?

9 A. I don't know.

10 Q. Was that pin on the left side ever installed
11 by Mr. Pecoraro when he put that Reese sway kit on?

12 A. That I don't know.

13 Q. If Mr. Pecoraro had failed to put the safety
14 pin on either of the snap-up brackets as required by
15 the Reese manufacturer -- and it is required.
16 Correct?

17 A. Yes.

18 Q. If he had failed to do so and this vehicle
19 was traveling down the roadway at 51 miles per hour --

20 A. I don't believe that's possible.

21 Q. What?

22 A. I don't think he could have installed it,
23 not put the pin in, and gotten that car -- I mean
24 gotten the trailer out to the highway up to 51 miles
25 an hour without it coming down.

1 Q. Let's take baby steps.

2 A. Okay.

3 Q. Let's assume that in fact he's traveling
4 down the roadway at 51 miles per hour and he doesn't
5 have his -- either his right or his left side safety
6 pin in.

7 Does that snap-up bracket arm that has the
8 hook with the chain attached to it, does it -- will it
9 have the tendency to be wont to be pulled to the
10 ground?

11 A. Yes.

12 Q. Why?

13 A. That's the way it's loaded.

14 Q. How much resistance to falling down does the
15 snap-up bracket have by its design, the tightness in
16 the axle joint, the pivot joint?

17 A. In the axle pivot joint?

18 Q. Yeah.

19 A. Or the hitch pivot joint?

20 MR. VAZQUEZ: The snap-up bracket pivot
21 joint.

22 BY MR. McDERMOTT:

23 Q. I'll be more specific.

24 I'm going to show you what's been previously
25 marked as Swanger Exhibit Number 2 --

1 A. Okay.

2 Q. -- which is an exemplar piece. And you'll
3 notice that we now -- I'm showing you as if it were
4 laying on the rail.

5 A. Yes.

6 Q. Are you with me?

7 With the hook pointing toward the sky. You
8 see that?

9 A. Yes.

10 Q. Now, when it's actually installed, will this
11 little hole actually be pushed back into the receiving
12 holes where the safety pin goes?

13 A. Yes.

14 Q. Now, go ahead and see if you can push that
15 yourself. That requires a bit of muscle to do that,
16 does it not?

17 A. Well, it's brand new. It doesn't once it is
18 used a couple times. I could push it up against this
19 wall.

20 Q. It takes a great deal of force to get it
21 pushed back?

22 A. It's part of the snap in the snap-up
23 bracket. And the chain is slightly off center, too,
24 which also helps keep it in that position. But it's
25 very precarious and can pop out very easily.

1 A. Which? You said the port or right.

2 MR. McDERMOTT: Port is left. You said
3 port or right. Are you with me?

4 BY MR. VERNIS:

5 Q. I'm sorry. I didn't mean to do that.

6 The --

7 A. Bet you're glad I'm paying attention.

8 Q. Yes. The port snap-up bracket was still in
9 place on the A-frame at the time you originally
10 inspected it. Correct?

11 A. Yes. And it was readily visible.

12 Q. Okay. That port snap-up bracket had not
13 moved in any way as far as you could tell. Correct?

14 A. No. That's correct.

15 Q. Do you have an opinion as to whether the
16 starboard side snap-up bracket bolt was cut too short
17 by Lazydays?

18 A. I don't know.

19 Q. You don't know the length of the bolt, do
20 you?

21 A. I couldn't gain access to see if it had
22 been -- the only way to determine that, to see if it
23 had been tightened all the way to the head, would
24 bottom out on the female part of the receiver and
25 still not provide adequate torque, but from the

1 witness marks on the A-frame I believe it probably had
2 as much pre-torque as they could develop with a
3 oblique pointed tip.

4 In other words, there was a lot of load
5 there to cause that much gouge when the snap-up
6 bracket was moved, but it just doesn't have the
7 surface area to provide as much load as it should for
8 the given amount of torque.

9 Q. Well, what angle was the starboard snap-up
10 bracket cut?

11 A. Less than or greater than 90. It was not a
12 90 degree cut.

13 Q. To what degree less than 90 degrees was the
14 starboard snap-up bracket bolt cut?

15 A. It was readily visible. So without
16 measuring it I would assume a least ten degrees.

17 Q. Readily visible to your eyes?

18 A. Yes.

19 Q. You mean you actually looked at the
20 starboard snap-up bracket bolt?

21 A. The starboard bracket bolt. I couldn't -- I
22 couldn't say it was readily visible, what angle that
23 was. But the port one, I could get at it and look at
24 it specifically and see that straight on. So I could
25 visibly see a cut on the end of the bolt.

1 Q. I asked you about the starboard side.

2 A. That one I could not specifically see the
3 out as well. I could see it had been cut. And you
4 can see a cut from many different angles, but you
5 really need to look at it perpendicular to get the
6 magnitude of the cut. That I could not do from the
7 location that I had.

8 Q. So it's fair to say that you don't know what
9 angle this starboard snap-up bracket bolt was cut?

10 A. That's correct. I just know that it was
11 cut.

12 Q. And you don't know as you sit here now
13 whether the starboard side snap-up bracket bolt was
14 cut at a 90 degree angle or not, do you?

15 A. No. I suspect it was cut at the same angle,
16 which would be along the groove of the thread. In
17 other words, it was done using hand tools. I don't
18 think there's any argument about that.

19 And it was -- my experience has shown that
20 hand tools, your blade will get in between the
21 grooves, and that sets your angle.

22 Q. Did you take off the -- or did you pick up
23 the starboard snap-up bracket?

24 A. No. It was just hanging there.

25 Q. Did you move it?

1 A. It was covered with stuff.

2 Q. Where did you see it from?

3 A. From underneath. The way the trailer was
4 sitting, I had access to the port side. The whole top
5 of the structure was laying over on the starboard
6 side, including the snap-up bracket. But you would
7 look from underneath the A-frame, you could look up at
8 the snap-up bracket and look up underneath a lot of
9 superstructure.

10 And I could actually reach in there and push
11 on it, and it was slightly loose. It had been --
12 looked to me like it had been yanked, torn off the
13 trailer forward.

14 Q. Then you actually touched the bracket?

15 A. Yes.

16 Q. And the bracket was loose?

17 A. Yes.

18 Q. Why didn't you just pick up the bracket?

19 A. It was covered with stuff.

20 MR. VAZQUEZ: Objection. Asked and
21 answered.

22 BY MR. VERNIS:

23 Q. I'm sorry?

24 A. It was covered.

25 Q. Could you have picked it off the trailer?

1 A. Not without removing something else from it.
2 The trailer -- I had to uncover everything above it.

3 Q. So the angle you saw on that starboard side
4 snap-up bracket was virtually from looking at the
5 side -- underneath the side from the port side. Am I
6 correct?

7 A. You want me to sketch you a little diagram
8 of how I viewed it?

9 Q. Well --

10 A. Probably at about a 45 degree angle.

11 Q. From the other side of the trailer?

12 A. From -- if you hand me that bracket, I'll
13 show you approximately the angle I was looking at it.

14 Thank you.

15 Q. Okay. About a 45 degree angle to the front
16 of it?

17 A. Correct.

18 Q. And you would have been on the other side of
19 the A-frame trailer?

20 A. Correct. At about approximately this
21 distance as well.

22 Q. It's about an arm's length?

23 A. About an arm's length, yes. Sorry.

24 Q. What's your understanding as to how the
25 Reese control -- or Reese dual cam sway control

1 assembly operates?

2 If Mr. Pecoraro's vehicle is going let's say
3 down the road at 51 miles per hour, and the brackets
4 are in its proper place, the chains are in their
5 proper place, what force or load would be on the
6 snap-up bracket bolt?

7 A. There should be normal force.

8 Q. What would be normal force?

9 A. Perpendicular to the axis.

10 Q. How much?

11 A. I mean actually it's in line with the axis
12 perpendicular to the side of the trailer.

13 Q. How much?

14 A. How much what?

15 Q. Force.

16 A. Depends on the torque. The normal force of
17 a bolt is directly proportionate to the torque applied
18 to the bolt.

19 Q. So you're talking about the force going into
20 the trailer?

21 A. Correct.

22 Q. What about force in any other direction
23 caused by the chain or the sway control assembly in
24 any way?

25 A. There should be no other forces in a bolt

1 except the axial force as a result of torque.

2 Q. So there would be zero pounds of pressure
3 pushing on the bolt downward or upward. Correct?

4 A. Should be.

5 Q. Do you have any reason to believe that that
6 is not exactly how it was in the Pecoraro vehicle
7 before the accident?

8 A. There's a strong indication that the bolt
9 did not have sufficient pre-load, so that the
10 contact -- proper contact was made between the bracket
11 and the A-frame. In that instance there was loading
12 on the bolt, fore and aft loading, which caused the
13 scrape mark that you can see on the A-frame.

14 Q. What do you mean by pre-load?

15 A. Pre-load is the normal load in a bolt that's
16 developed through torque.

17 What you do with a bolt is you fasten two
18 members together so that those members are now
19 applying friction to each other. A bolt does not
20 carry any load between members. Never does. You
21 should never put shear force on a bolt ever. That's
22 up, down, fore, back. They're not made for forces in
23 shear.

24 Q. Okay.

25 A. They're only made for forces in tension and

1 compression.

2 So you pre-bolt this thing, you pre-load it
3 so the members stick together. But that thing is
4 pushed harder against that trailer. It won't move.
5 It's not because of the bolt. The bolt's pushing it
6 together. But it's the friction between the two
7 pieces that keep them moving relative to each other.
8 So in that instance, with a proper pre-load, that bolt
9 has no shear forces in it at all.

10 Q. Pre-load means that the tightness of the
11 bolt from --

12 A. Torque, yes.

13 Q. So what you mean by insufficient pre-load
14 means the bolt was loose?

15 A. Yeah. Loose with respect to the trailer.
16 Not necessarily with respect to the bracket.

17 Q. Okay.

18 A. It could have possibly been torqued, but
19 with a cut point on the end of it you're going to get
20 a false reading of torque. You're not going to get
21 the true value of pre-load on the trailer.

22 Q. Is it your opinion that the snap-up bracket
23 bolt was tight against the trailer or not?

24 A. Whether I inspected it or prior to the
25 collision, prior to --

1 Q. Prior to the incident occurring.

2 A. I believe it was tight against it. That's
3 why it put the gouge in it that it put.

4 Q. So if I understand what you're telling me,
5 you're telling me that the bolt was tight against the
6 trailer, but it slid forward because of the angle of
7 the cut?

8 A. Precisely.

9 Q. Okay. That is the totality of your opinion
10 as to that bolt. Is that right?

11 A. Yea, I believe so.

12 Q. Could there have been -- well, strike that.
13 It's not your opinion that the bolt was not
14 tight enough against the trailer, is it?

15 A. Tight is not an engineering word. Torque is
16 what we use to tighten a bolt.

17 Q. Okay.

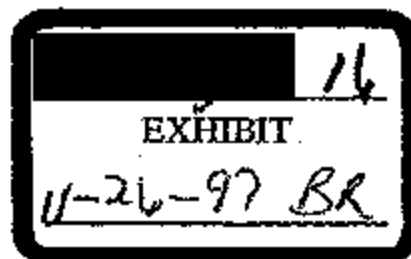
18 A. I believe it's possible to actually apply a
19 torque wrench to that bolt, read the torque numbers
20 that are required per Reese, but still not develop
21 enough pre-load between the bolt and the trailer
22 because the head's been changed.

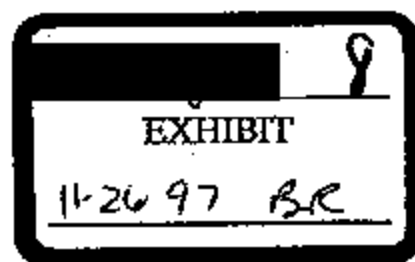
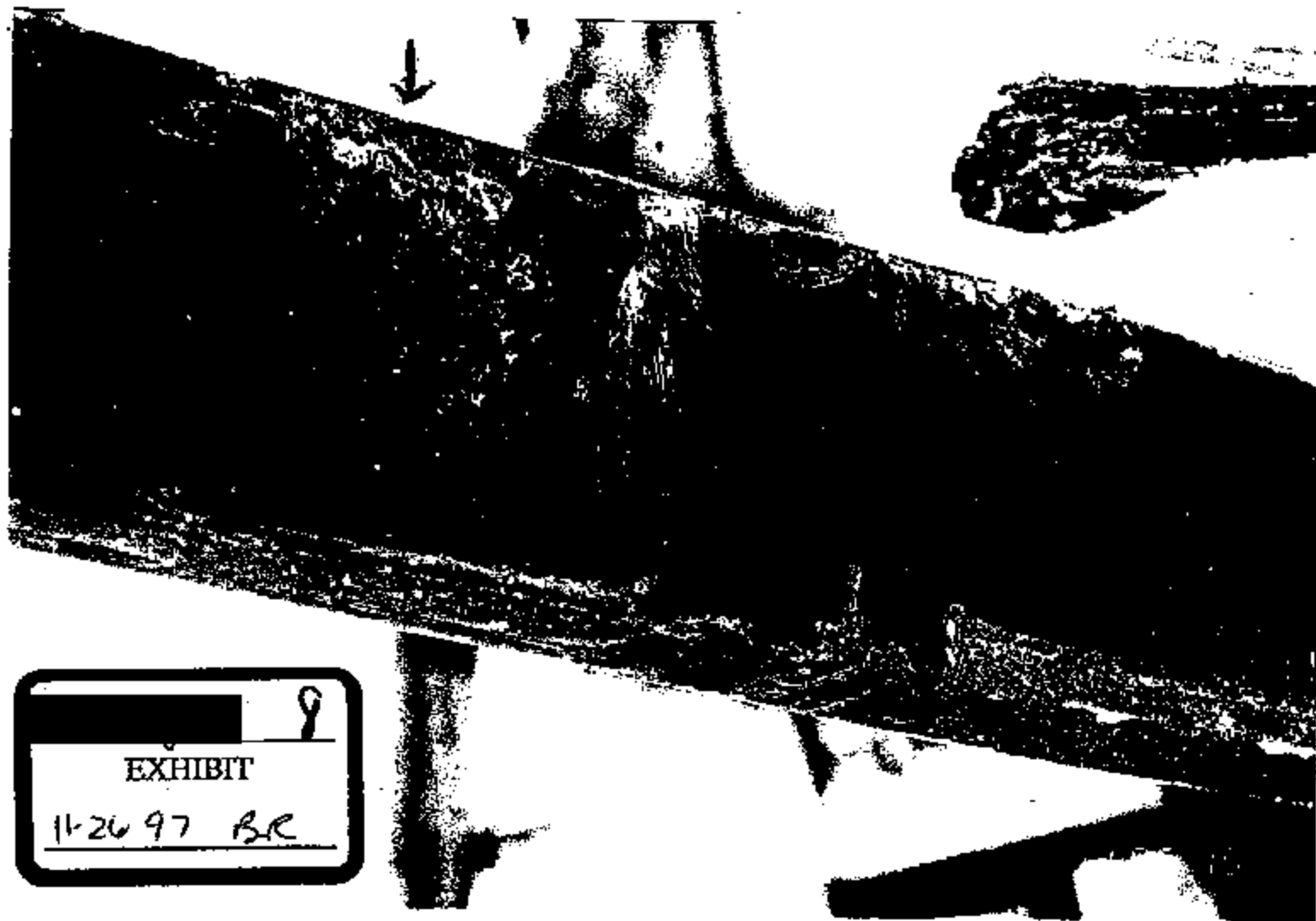
23 Reese develops a number for torque based on
24 the size of their bolt. It's a diameter. It's based
25 on diameter. And they have calculated in how much



EXHIBIT D

18
EXHIBIT BR
1/2/97





IN THE NINETEENTH JUDICIAL
CIRCUIT COURT IN AND FOR
MARTIN COUNTY, FLORIDA

CASE NO.: 96-820 CA

MICHAEL PECORARO and ROBIN
PECORARO, Individually, and MICHAEL
PECORARO As The Natural Parent and Guardian
OF MICHAEL RYAN PECORARO and
BRITTNEY PECORARO,

Plaintiffs,

v.

HOLIDAY RAMBLER LLC,
LAZYDAYS RV CENTER, INC., and
JOHN DOE,

Defendants.

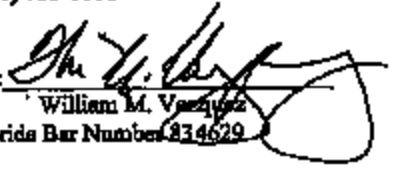
PLAINTIFFS' RESPONSE TO
HOLIDAY RAMBLER'S SECOND
REQUEST FOR ADMISSIONS
TO MICHAEL PECORARO

Pursuant to Florida Rule of Civil Procedure 1.370, Michael Pecoraro respond to Holiday Rambler's Second Request for Admissions to Michael Pecoraro as follows:

1. Michael Pecoraro admits that Holiday Rambler did not install the Reese Sway Kit, but denies that Holiday Rambler did not install the snap up brackets on the subject trailer (see response to request number 2).
2. Michael Pecoraro denies request number 2; the only information available to Michael Pecoraro at this time is that someone identified to him as an employee of Lazydays modified the snap up bracket bolts at a time when he was acting in the course and scope of his employment, and therefore was acting as an authorized agent of Holiday Rambler.
3. Michael Pecoraro admits requests number 3 and 4.

Pecoraro v. Holiday Rambler, Inc., et al.
Case Number 96-820 CA
Response to Holiday Rambler's Second
Request for Admissions to Michael Pecoraro
Page 2

GREENBERG & VAZQUEZ
Attorneys for Plaintiffs
1098 Northwest Boca Raton Boulevard
Suite #1
Boca Raton, Florida 33432
(561) 750-1001

By: 

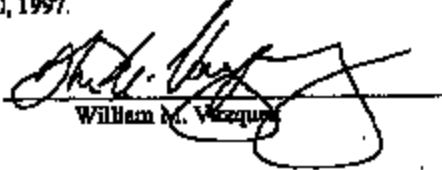
William M. Vazquez

Florida Bar Number 834629

Dated: Boca Raton, Florida
October 10, 1997

CERTIFICATE OF SERVICE

I HEREBY CERTIFY THAT a true copy of the foregoing was served by U.S. Mail on
Timothy J. McDermott, Esquire, Tripp, Scott, Conklin & Smith, P.O. Box 14245, 110 Tower,
Fort Lauderdale, Florida 33302, and Jeffrey Verma, Esquire, Verma & Bowling, 895 U.S.
Highway One, Jupiter, Florida 33477, on October 10, 1997.


William M. Vazquez

PAW760DOCSPECORARO005FRADMTZRES

IN THE CIRCUIT COURT OF THE NINETEENTH JUDICIAL CIRCUIT
IN AND FOR MARTIN COUNTY, FLORIDA

CASE NO.: 96-820-CA

FLA. BAR NO.: 747531

MICHAEL PECORARO and ROBIN
PECORARO, Individually, and
MICHAEL PECORARO, as the
Natural Parent and Guardian of
MICHAEL RYAN PECORARO and
BRITTNEY PECORARO,

Plaintiffs,

vs.

HOLIDAY RAMBLER LLC, LAZYDAYS
RV CENTER, INC., and JOHN DOE,

Defendants.

*Response
10/24 (2045)
JMKSS*

SECOND REQUEST FOR ADMISSIONS
PROPOUNDED ON PLAINTIFFS

TO: PLAINTIFFS
c/o William M. Vazquez, Esq.
Greenberg L. Vazquez
1898 N.W. Boca Raton Boulevard
Suite 1
Boca Raton, FL 33432

Pursuant to Rule 1.370 of the Florida Rules of Civil
Procedure, the Defendant requests that Plaintiffs admit or deny the
truth of the matters of facts set forth in the attached Request
which is made a part hereof by reference, by separate answers in
writing, within thirty (30) days hereof. Failure to answer the

Peonies v. Holiday Rambler
Case No. 96-828-CA

Request for Admissions within the time allowed will result in the Request for Admissions being deemed admitted. Each answer shall specifically deny the matter or set forth in detail the reasons why you cannot truthfully admit or deny the matter. A denial must fairly meet the substance of the Request of Admissions, and when good faith requires that you qualify an answer or deny only a part of the matter, you are required to specify and admit so much of it as is true and qualify or deny the remainder. Lack of information or knowledge may not be given as a reason for failure to admit or deny unless you have made reasonable inquiry and the information known or readily obtainable by you is insufficient to enable you to admit or deny. These requests are to be read, interpreted and answered in accordance with the Definitions and Instructions set forth in Defendant's First Request for Production of Documents to Plaintiffs. Those Definitions and Instructions are incorporated by reference herein.

If the Plaintiff fails to admit any of the foregoing, depositions will be taken to prove the truth of the said facts, and applications will then be made to the Court for an Order requiring Plaintiff to pay to Defendant's reasonable expenses incurred in

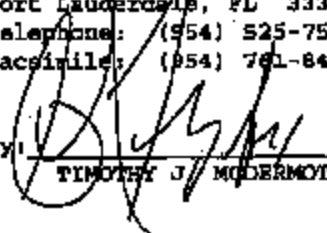
Peotono v. Holiday Rambler
Case No.: 94-428-CA

proving the facts as to which admissions are sought herein, as provided by the rules of civil procedure.

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a true and correct copy of the foregoing was mailed to: WILLIAM M. VAZQUEZ, ESQ., Attorney for Plaintiffs, at Greenberg & Vazquez, 1098 N.W. Boca Raton Boulevard, Suite 1, Boca Raton, FL 33432, and JEFFREY VERNIS, ESQ., Attorney for Defendant, LAZYDAYS RV CENTER, INC., at Vernis & Bowling, 825 U.S. Highway 1, Suite 310, Jupiter, Florida 33477, on this 19 day of September, 1997.

TRIPP, SCOTT, CONKLIN & SMITH
Attorneys for Defendant,
HOLIDAY RAMBLER LLC
110 S.E. 6th Street, 15th Floor
Fort Lauderdale, FL 33301
Telephone: (954) 525-7500
Facsimile: (954) 761-8475

By: 
TIMOTHY J. McDERMOTT

Pedersen v. Holiday Rambler
Case No.: 94-433-CA

REQUEST FOR ADMISSION

Request No. 1:

Admit that the manufacturer of the travel trailer, Holiday Rambler LLC, did not install the Snap-Up Bracket and/or Reese sway kit which was on the subject trailer on the date of the incident.

Response:

Request No. 2:

Admit that the Snap-Up Bracket was installed by employees, agents or representatives of Lazydays RV Center, Inc.

Response:

Request No. 3:

Admit that one or more retention bolts on the Snap-Up Bracket cut by Lazydays RV Center, Inc., were cut at an oblique angle.

Response:

Request No. 4:

Admit that at the time of the accident, the starboard Snap-Up Bracket slid forward along the trailer frame causing the trailer to become uncontrollable and, thus, caused the accident.

Response:

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IN THE CIRCUIT COURT OF THE
NINETEENTH JUDICIAL CIRCUIT IN
AND FOR MARTIN COUNTY, FLORIDA

CASE NO. 96-820-CA

MICHAEL PECORARO and ROBIN)
PECORARO, Individually, and)
MICHAEL PECORARO, as the)
Natural Parent and Guardian)
of MICHAEL RYAN PECORARO)
and BRITTNEY PECORARO,)

Plaintiffs,

vs.

HOLIDAY RAMBLER LLC,)
LAZYDAYS RV CENTER, INC.,)
and JOHN DOE,)

Defendants.

COPY.

Fort Lauderdale, Florida
January 25, 1999
5:35 p.m.

DEPOSITION
OF
PEDRO HERNANDEZ

1 move to the left that you then, if I understand it,
2 slowed down and then moved into the right lane behind
3 the camper trailer?

4 A. No. Let me explain the facts. I'm
5 going fifty five, sixty miles an hour behind the
6 trailer.

7 When the trailer moves first time to the
8 left, I move to the other lane to the right and he --

9 There's another --

10 How do you say it?

11 Q. Another sway?

12 A. Yes, to the right, and then again, does
13 it again to the left and then does a complete turn, got
14 off the road, went around completely to the north.

15 That's when he turned and the Bronco
16 ended up with the wheels up in the air.

17 Q. I'm going to get to that in a moment. I
18 want to talk about the swaying. Let me talk to you
19 about shortly before the swaying began.

20 When you were behind that camper
21 trailer, do you recall seeing anything come off or pop
22 off of that camper trailer before the swaying started?

23 A. When it first swayed to the left and
24 then back to the right, a piece of iron fell off.

25 Q. And you recall seeing this piece of iron

1 fall after the first sway?

2 A. I'd say more on the second sway.

3 Q. So on the second sway?

4 A. To the right.

5 Q. Before that trailer started moving in
6 any which way, did you see anything come off of that,
7 from that truck or the trailer?

8 A. No. What I saw was, like I said before,
9 on the second sway is when I saw it.

10 Q. So you saw a piece of iron fall?

11 A. Yes. More or less, three to four feet.

12 Q. Three or four feet long piece of iron?

13 A. Yes, long.

14 Q. Do you remember seeing the trailer have
15 any brake lights go on before it swayed?

16 A. I couldn't be sure or be exact if he put
17 the brakes on or not. I couldn't be sure with that
18 question.

19 Q. Do you remember if there was any
20 indicator light either on the left or the right that
21 went on just before that trailer started moving?

22 A. No. It was too quick; the accident,
23 that is. I don't think he could have put on the
24 indicator light or anything because it was so quickly
25 from one extreme to the other until they finally turned

1 over.

2 Q. Was the truck and the camper trailer --
3 Were they in the process of changing
4 lanes before that swaying began?

5 A. No.

6 Q. This piece of iron, where do you recall
7 seeing it fall from or come off of?

8 A. I don't know exactly if it's from the
9 trailer or if it's from the Bronco.

10 Q. Do you recall in relation to the truck
11 and the camper trailer what location between those two
12 vehicles that piece of iron fell from or you saw it
13 fall from?

14 A. On the edge or the shoulder of I-95.

15 Q. On the right side?

16 A. Right side to the grass.

17 Q. And you say you can't recall whether you
18 saw the brake lights go off on that trailer before it
19 started swaying?

20 A. No, I can't remember if I saw the
21 lights.

22 Q. Do you remember if during the sway, did
23 you see any brake lights go on?

24 A. No.

25 Q. You don't recall?

CROSS EXAMINATION

BY MR. VERNIS:

Q. Mr. Hernandez, what is your date of birth?

A. November 18, 1953.

Q. This piece of iron that you saw, you said it was about three to four feet long?

A. Yes.

Q. Do you remember what color it was?

A. No.

Q. Do you know if it was painted or was it just metal color?

A. I don't know if it was aluminum or if it was painted.

Q. Was it just a straight piece of metal or was it in some shape that you recognized?

A. It was just like I said, three feet, but it was like it was angled.

Q. Do you know what that piece of metal was?

A. No, I don't know what it was.

Q. And you're saying that it had some sort of an angle to it?

A. Yes, angle.

Q. So it wasn't straight?

1 A. It was straight in an L-shape.

2 Q. When you first saw this piece of metal,
3 did it come from the ground or did you see it actually
4 fall from the trailer?

5 A. Well, I don't know if it fell off the
6 trailer or the truck, but when he turned to the right,
7 all the way to the right, is when he like lost the
8 piece of metal.

9 Q. My question is when you first saw the
10 piece of metal, had it bounced from the ground or did
11 you actually see it fall from the trailer?

12 A. From the front part between the trailer
13 and the truck, but I don't know what area, if it was
14 from the truck or the trailer.

15 Q. Where did the piece of metal go in
16 relation to where you were driving?

17 Did it go over you, past you to the
18 right or over to the bushes or where did it go?

19 A. When it fell to the shoulder, I
20 stopped. When the trailer started zigzagging and the
21 piece of metal falls to the ground, it goes to the
22 grass, and I passed by the accident and I parked ten
23 meters from the accident.

24 Q. You never saw that piece of iron again
25 after that, right?

1 A. No.

2 Q. And during that forty to sixty minutes
3 you were at the accident scene, did you go look for it
4 or did you see it again?

5 A. No. It wasn't my intention to look for
6 it.

7 Q. Before you saw that piece of iron, did
8 you see anything dragging on the ground or the road?

9 A. No.

10 Q. Before the time you saw the piece of
11 iron, did you see any sparks on the road or anything
12 indicating some metal was dragging?

13 A. No.

14 Q. You said when you first saw the trailer
15 start to sway, you slowed down?

16 A. Yes. When I saw it started swaying, I
17 almost stopped so he wouldn't hit me.

18 Q. And I realize you said that you don't
19 recall whether you saw any brake lights, but did you
20 notice whether the truck and trailer slowed down?

21 THE WITNESS: I forgot the last part of
22 the question.

23 THE INTERPRETER: (Speaking in Spanish)

24 A. Yes. Yes.

25 BY MR. VERNIS:

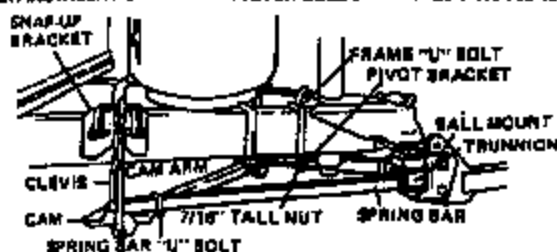
REESE

ELICHAFT, INDIANA OAKVILLE, ONTARIO

INSTALLATION INSTRUCTIONS FOR DUAL CAM SWAY CONTROL

25000/25001

FOR INSTALLATION HELP AND HITCH SELECTION CALL 1-800-758-4865

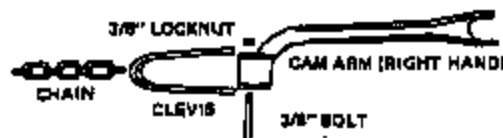


Dual Cam Sway Control Components

Dual Cam Sway Control properly installed

INSTALLATION:

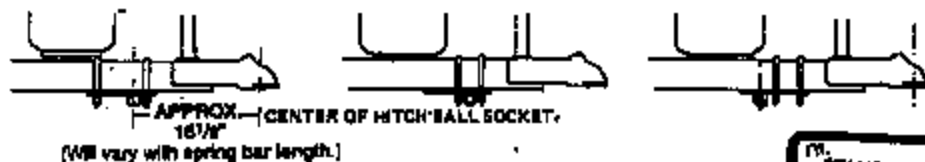
1. Assemble clevis through chain. Attach clevis to cam arm with $3/8"$ bolt and $3/8"$ locknut. Assemble cam arm (25130) on right hand side, (25140) on left hand side, to pivot bracket using $1/2"$ bolt. Assemble with bolt head to outside and tighten nut securely against lockwasher. Bolts are a tight fit and may require a hammer to drive them through the bracket and cam-arm.



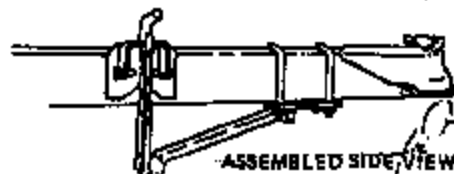
2. Attach pivot brackets to each side of trailer frame using four U-bolts only. Do not use additional U-bolts. Install eight $7/16"$ tall nuts - leave nuts one turn loose.

CAUTION: BE SURE U-BOLTS ARE AT LEAST 3-1/2" APART - 5" IS PREFERRED.

NOTE: If frame is open on one side ("C" channel), install a reinforcing plate in the open side where the pivot brackets are attached.



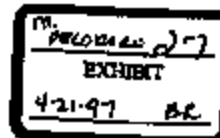
3. Attach snap-up bracket to trailer frame so the chain is vertical, if possible.



TR96LEC022

11 of 19

EXHIBIT G



TOTAL RECALL

PEC 0203

APPENDIX

"C-3(a)"

file 8/18/01

IN THE NINETEENTH JUDICIAL
CIRCUIT COURT IN AND FOR MARTIN
COUNTY, FLORIDA

CASE NO.: 96-820 CA

MICHAEL PECORARO, ET AL.,

Plaintiffs,

v.

HOLIDAY RAMBLER LLC,
LAZYDAYS RV CENTER, INC., and
JOHN DOE,

FLORIDA BAR NO. 558310

Defendants.

PLAINTIFF'S FACT WITNESS LIST

COME NOW, the Plaintiff, by and through the undersigned counsel, pursuant to this Court's
Trial Order, and files the following Fact Witness List:

Plaintiff currently intend to call the following people to offer expert testimony at the trial
of this cause:

1. John Afshar, M.D.
509 Riverside Drive
Stuart, Florida 34994

Neurosurgeon - Dr. Afshar is expected to testify, as a medical doctor with a specialty in neurosurgery, about his care and treatment of Plaintiff Robin Pecoraro; to describe the surgery he performed on her; the cause of the injuries that resulted in the surgery he performed on her; the permanency of her injuries; the limitations her injuries have imposed on her, including testimony about partial impairments; the increased risk of future injuries because of the nature of her injuries; the interpretation of tests and reports, including x-rays and MRI films of her and her injuries; the reasonableness of the treatment she received; the necessity of the treatment she received; and the cost of the treatment she received and the reasonableness of that cost. Dr. Afshar will opine that the treatment he rendered to Plaintiff Robin Pecoraro was medically reasonable, necessary, and prudent; that her decision to have the treatment she did was reasonable and prudent; that the cost of his

Pecoraro v. Holiday Rambler et al.
Case No. 96-820 CA.

treatment was reasonable; that her injuries are permanent and result in a significant permanent partial impairment; that she is at increased risk of future injuries; and that her injuries were the result of the car crash complained of in this action.

2. **Bernard Pettingill, Ph.D.**
#1 Carlisle Court
P.O.A. National
Palm Beach Gardens, Florida 33418

Dr. Pettingill will testify about government statistics regarding the cost of permanent injuries, and will offer standard economic facts about the present value of money. The facts Dr. Pettingill relies upon are all facts ascertained from his consultation with Plaintiff Robin Pecoraro. The information/facts Dr. Pettingill will rely upon was received from Robin Pecoraro and from her medical records. The facts/information was provided to Dr. Pettingill orally and in writing. Dr. Pettingill is also expected to rely upon his own education, training, and experience.

3. **Carl Salvati, M.D.**

Dr. Salvati is expected to testify, as a medical doctor with a specialty in neurology, about the cause of the injuries Robin Pecoraro sustained, the permanency of her injuries; the limitations her injuries have imposed on her, including testimony about partial impairments; the increased risk of future injuries because of the nature of her injuries; the interpretation of tests and reports, including x-rays and MRI films of her and her injuries; the reasonableness of the treatment she received; and the necessity of the treatment she received. Dr. Salvati will opine that the treatment rendered to Plaintiff Robin Pecoraro was medically reasonable, necessary, and prudent; that her decision to have the treatment she did was reasonable and prudent; that the cost of the treatment was reasonable; that her injuries are permanent and result in a significant permanent partial impairment; and that she is at increased risk of future injuries. The facts Dr. Salvati relies upon are all facts ascertained from his consultation with Plaintiff Robin Pecoraro and his review of her medical. The information/facts Dr. Salvati will rely upon was received from Robin Pecoraro and from her medical records. The facts/information was provided to Dr. Salvati orally and in writing. Dr. Salvati is also expected to rely upon his own education, training, and experience.

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Case No. 96-820 CA

4. Lee Swanger, Ph.D., P.E.
Failure Analysis Associates, Inc.
4101 S.W. 71st Avenue
Miami, Florida 33155

Dr. Swanger is expected to testify, as an engineer and as an accident reconstructionist, about the causes of the accident in which Plaintiffs were injured, including testimony about the physics that contributed to or caused the accident; about the tests and the test results regarding the modifications Holiday Rambler made to the subject model trailer; about other available modifications. Dr. Swanger will testify that the modifications were inadequate, according to Holiday Rambler's own tests; that other economical modifications were available; that the trailer was subject to the recall, that model years are assigned when a vehicle is titled, not manufactured; that the modification of the snap up bracket bolts was negligent; that because the snap up bracket bolts were not cut in a precision manner, an inadequate surface area was created between the end of the bolts and the A-frame, thereby creating a dangerous condition that resulted in the accident; and that the design of the LP tank door was defective. The facts Dr. Swanger relies upon are all facts ascertained from his consultation with Plaintiffs' attorneys and the review of documents, including deposition transcripts and documents provided by Holiday Rambler, provided to him by Plaintiffs' attorneys, all of which were documents that were produced in response to discovery in this action.

5. Frank A. Fore, P.E.
Director of Forensic Operations
Total Recall
260 Tequesta Drive
Tequesta, Florida 33469

Dr. Fore is expected to testify, as an engineer and as an accident reconstructionist, about the causes of the accident in which Plaintiffs were injured, including testimony about the physics that contributed to or caused the accident; about the tests and the test results regarding the modifications Holiday Rambler made to the subject model trailer; about other available modifications. about whether the trailer was subject to a recall; about how vehicles are titled and how model years are assigned to them. Dr. Fore will testify that the modifications were inadequate, according to Holiday Rambler's own tests; that other economical modifications were available; that the modification of the snap up bracket bolts was negligent; that because the snap up bracket bolts were not cut in a precision manner, an inadequate surface area was created between the end of the bolts and the A-frame, thereby creating a dangerous condition that resulted in the accident; and that the design of the LP tank door was defective. He will also testify about the failure of the manufacturer and dealer to warn about towability and the need for a particular type of receiver, as well as the proper set up for towing

Pecoraro v. Holiday Rambler et al.
Case No.: 96-820 CA

capacity of the tow vehicle and trailer and about the failure to supply or recommend the appropriate sway control device. The facts Dr. Fore relies upon are all facts ascertained from his consultation with Plaintiff's attorneys and the review of documents, including deposition transcripts and documents provided by Holiday Rambler, provided to him by Plaintiff's attorneys, all of which were documents that were produced in response to discovery in this action. Dr. Fore's preliminary report was previously provided to both Defendants.

6. **Patricia Wallace**
Recall Analyst
National Highway Traffic Safety Administration
Technical Analysis Branch
400 Seventh Street SW
Washington, DC 20590

Will or may discuss the recall of the Holiday Rambler Travel Trailer and the government and investigation of same.

7. **Jonathan White, Chief**
National Highway Traffic Safety Administration
Technical Analysis Branch
400 Seventh Street SW
Washington, DC 20590

Will or may discuss the recall of the Holiday Rambler Travel Trailer and the government and investigation of same.

8. **Mr. Bob Young**
National Highway Traffic Safety Administration
Technical Analysis Branch
400 Seventh Street SW
Washington, DC 20590

Will or may discuss the recall of the Holiday Rambler Travel Trailer and the government and investigation of same.

Facoraro v. Holiday Rambler et al.
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9. J.D. Gallant
c/o RV Consumer Group
P.O. Box 520
Quilicura, Washington 98376

Will or may discuss the towability of RV's, the stability characteristics and industry standards for RV's and consumer complaints dealing with Holiday Rambler vehicles.

10. Mr. Craig Kirby
RVIA General Counsel
11896 Preston White Drive
Reston, Va. 20195

Will or may be called to testify about RV standards.

11. Mr. Robert A. Johnson
Vice President
RADCO
6301 Memorial Highway, Suite 201
Tampa, Florida 33615

May be called to testify about RV standards and investigation and testing criteria for towability and/or stability factors of RV's.

12. Henry R. Zayas
Diagnostic Imaging Services
P.O. Box 4
Stuart, Florida 34995-0004

Radiologist may be called to testify about radiological findings.

Pecoraro v. Holiday Rambler et al.
Case No.: 96-820 CA

13. Andrew S. Gallant, M.D.
Diagnostic Imaging Services
P.O. Box 4
Stuart, Florida 34996-00

Radiologist may be called to testify about radiological findings.

14. Mr. Colin Connell
President
Hensley Manufacturing, Inc.
1097 S. State Road
Davison, MI 48423

Will testify as to the designs and function of trailer hitches/away devices and will testify about the availability of the Hensley Arrow Hitch, the elimination of trailer sway and the knowledge of and relationship between Hensley & Holiday Rambler.

15. Lucien Armand, M.D.
Martin Memorial Health Systems
Stuart, Florida 34995

Dr. Armand is expected to testify with regard to his consultation of January 2, 1996; the condition of Plaintiff, Robin Pecoraro, on the above date, and the necessity for the surgery that Dr. Afshar was to perform on Plaintiff.

16. Eileen T. McGlynn, M.D., Radiologist
Martin Magnetic Imaging
Martin Memorial Health Systems, Inc.
P.O. Box 9010
Stuart, Florida 34995

Radiologist may be called to testify about radiological findings.

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Case No. 96-820 CA

17. Lillian Ayner, D.O.
Martin Memorial Health Systems
Stuart, Florida 34999

May or will testify as to the medical condition of the Plaintiff Robin Pecoraro, in the emergency room of Martin Memorial Hospital.

18. Lynn L. Atkinson, M.D.
Division of Neurosurgery
Memorial Healthcare System
1150 N. 35th Avenue, Suite 300
Hollywood, Florida 33021

Will testify re: Plaintiff Robin Pecoraro's, medical condition, permanent injury and future medical needs.

19. Lionel Savadler, M.D.
Memorial Healthcare System
Hollywood, Florida 33021

Radiologist may be called to testify about radiological findings.

20. Joanne Gorfles, M.D.
Memorial Healthcare System
Hollywood, Florida 33021

Radiologist may be called to testify about radiological findings.

21. J. Harpitz, P.T.
Memorial Healthcare System
Memorial Hospital West
Fleming, Florida

Expected to testify about the care and treatment of Plaintiff Robin Pecoraro; to describe the physical therapy prescribed and performed on her; the permanency of her injuries; the limitations her injuries have imposed on her; including testimony about the increased risk of future injuries because of the nature of her injuries; the interpretation of tests and reports, the reasonableness of the treatment she received; the necessity of the treatment she received; and the cost of the treatment she received and the reasonableness of that cost.

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Case No.: 96-820 CA

22. Craig H. Lichtblau, M.D.
550 Northlake Boulevard
North Palm Beach, Florida 33468-5409

Will testify about abilities and losses related to impairments and future medical needs and expenses of same.

23. Raymond Bohannon, Jr.
3104 Bohannon Road
Zephyrhills, Florida

Mr. Bohannon is Warranty Retail Technician employed by Lazy Days RV Center, Inc. who has direct knowledge of and is expected to testify regarding the snap-up bracket bolt cutting practices of employees of Lazy Days RV Center, Inc. both in general and as to the snap-up brackets of the Pecoraro Trailer, repairs made to the Pecoraro Trailer after the delivery date and prior to the accident date; and other subjects testified to by him in his deposition taken in this matter.

24. Harry Bugniski
Address Unknown

Mr. Bugniski is a former employee of Lazy Days RV Center, Inc. who performed the task of cutting the bolts of the snap-up brackets of the Pecoraro Trailer and thus has direct knowledge of and is expected to testify regarding the foregoing and also as to the removal and re-installation of the snap-up brackets to the Pecoraro Trailer by employees of Lazy Days RV Center, Inc. on the day of the bolt cutting job.

25. Reed Christiansen
13730 SW 16 Street
Davie, Florida 33225

Mr. Christiansen is a friend of the Plaintiff who visited the accident site the day following the accident with Michael Pecoraro and is expected to testify regarding same and regarding conversations with Plaintiff as to the facts and circumstances surrounding the accident; and other subjects testified to by him in his deposition taken in this matter and also discuss before and after details.

Pecoraro v. Holiday Rambler et al.
Case No. 96-820 CA

26. Maria Christiansen
13730 SW 16 Street
Davie, Florida 33324

Ms. Christiansen is a friend of the Plaintiff who may be called upon to testify as to the knowledge regarding the accident and also discuss before and after details.

27. Pat Fogarty
6325 Tewksbury Terrace
Davie, Florida

Mr. Fogarty is a friend of the Plaintiff and may be called to testify as to knowledge regarding the accident and also discuss before and after details.

28. Barbara Fogarty
6325 Tewksbury Terrace
Davie, Florida

Mrs. Fogarty is a friend of Plaintiff and may be called upon to testify as to the knowledge regarding the accident and also discuss before and after details.

29. George Haymaker
814 Symphony Inter Blvd.
Aponte Beach, Florida

Mr. Haymaker is a Salesperson employed by Lazy Days RV Center, Inc. He is expected to testify regarding the sale of the Pecoraro Trailer to the Pecoraros, modifications made to and/or work performed on the Pecoraro Trailer by employees of Lazy Days RV Center, Inc. on or prior to the delivery date, including the cutting of the bolts of the snap-up brackets, conversations with Michael Pecoraro regarding travel trailer hitching issues, the walk-through inspection of the Pecoraro Trailer performed by Lazy Days employees in conjunction with Michael Pecoraro on or prior to the delivery date of the Pecoraro Trailer, repairs made to the Pecoraro Trailer after the delivery date and prior to the accident date, and other subjects testified to by him in his deposition taken in this matter.

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30. **Pedro Hernandez**
Belgrade Road
Naples, Florida

Mr. Hernandez is a witness to the subject accident and will be called upon to testify as to facts and circumstances surrounding the January 1, 1996 accident.

31. **Lillian Hernandez**
Belgrade Road
Naples, Florida

Ms. Hernandez is a witness to the subject accident and will be called upon to testify as to facts and circumstances surrounding the January 1, 1996 accident.

32. **Christopher Hundt**
2921 Sycamore Lane
Bremen, Indiana

Mr. Hundt is an employee of Holiday Rambler, LLC, who was deposed as its corporate representative of Holiday Rambler, LLC in this matter. Mr. Hundt is expected to offer testimony regarding design and manufacturing practices of Holiday Rambler, LLC as to travel trailers; product recalls involving Holiday Rambler, LLC travel trailers; his inspection of the Pecoraro Trailer; his opinions as to possible factors to the subject accident; and other subjects testified to by him in his deposition taken in this matter.

33. **Alan Kelly, Director of Parts and Services**
Lazy Days RV Center, Inc.
Tampa, Florida

Mr. Kelly is believed to have knowledge regarding the sale of the Pecoraro Trailer to Mr. Pecoraro and accessories added to the trailer and the walk-through inspection of the Pecoraro Trailer performed by Lazy Days employees in conjunction with Mr. Pecoraro on or prior to the delivery date of the Pecoraro Trailer.

Pecoraro v. Holiday Rambler et al.
Casa No.: 86-820 CA

34. Diane Miller
Monaco Coaches
606 Nelson's Way
Wakarusa, Indiana

Ms. Miller is a former employee of Holiday Rambler, LLC whose responsibilities included acting as a liaison between the Parts Department and dealers. She is expected to testify as to subjects testified to by her in her deposition scheduled to be taken in this matter on July 9, 1999.

35. Lynn Vanderwyne, Principal
St. Bernadette School
7450 Sterling Road
Davie, Florida

Ms. Vanderwyne is an educator at the Pecoraro children's school and may be called upon to testify as to the knowledge regarding the accident and also before and after details.

36. Laster Wilhams
Sun RV Superstore

Mr. Wilhams is a former employee of Lazy Days RV Center who is expected to testify regarding the repair and delivery practices of Lazy Days RV Center at the time the Pecoraros purchased the Pecoraro Trailer.

37. Bob and/or Louise Cosby
Address unknown at this time
Missoula, Montana

Mr. and Mrs. Cosby will be expected to testify the incident in which their 31' CFC Ahuma Lite rolled over in August of 1996.

38. Mr. and/or Mrs. Muhr
Address unknown at this time
Colorado

Mr. and Mrs. Muhr will be expected to testify about the roll over incident they experienced.

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39. Mr. and/or Mrs. Firmin
Address unknown at this time
Texas

Mr. and/or Mrs. Firmin will be expected to testify about their roll over experience in April 1996 while towing their trailer with a Chevy Suburban.

40. Mr. James Tumblison
Holiday Rambler
Testing Department

Mr. Tumblison is expected to testify to his findings regarding conclusions on test reported sway problems on the 96 model in November 1995 (two months before the Plaintiff's accident).

41. Boris Walton
Address unknown at this time
California

Will be expected to testify about roll over experience.

42. Fred Carr
Holiday Rambler

Former employee of Holiday Rambler.

43. Dar Freeman
Holiday Rambler

Former employee of Holiday Rambler.

44. Joe Mullins
640 East South Street
Bremen, Indiana 46506

Former employee of Holiday Rambler.

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45. Thomas Griffith
Holiday Rambler

Former employee of Holiday Rambler.

46. Robert Harlan
Holiday Rambler

Former employee of Holiday Rambler.

47. Paul Barbour
Holiday Rambler

Former employee of Holiday Rambler.

48. Bob Young

49. Ray Patterson
Holiday Rambler

Former employee of Holiday Rambler.

50. Gene Ostrom
Holiday Rambler

Employee of Holiday Rambler. Will be expected to testify regarding his association with testing on 1995 and 1996.

51. Joe DiBingio
Holiday Rambler

Former employee of Holiday Rambler.

52. Daug Yoder
Dewald Manufacturing
South Bend, Mishawaka

Former employee of Holiday Rambler. Will be expected to testify regarding his association with frames.

Pencore v. Holiday Rambler et al.
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53. Person with the most knowledge of vehicles involved
in this lawsuit and/or Representative of
Sadisco
375 Kelly Road
West Palm Beach, Florida

Representative may be called to testify about the condition and storage of both the Suburban vehicle
and the Holiday Rambler Trailer involved in this lawsuit while being stored at Sadisco

54. Person with the most knowledge of vehicles involved
in this lawsuit and/or Representative of
Gold Coast Towing
2890 NW 127th Street
Opalocka, FL 33054

Representative may be called to testify about the vehicles involved in this lawsuit after the incident.

55. Any and all fact witnesses listed by the Defendants;
56. Any and all fact witnesses named in depositions;
57. Any and all fact witnesses listed in Answers to Interrogatories;
58. Any and all fact witnesses listed in Requests for Production and Responses thereto;
59. Any and all impeachment witnesses; and
60. Any and all rebuttal witnesses.
61. Plaintiffs reserve the right to amend this Witness List as discovery continues.

Pecoraro v. Holiday Rambler et al.
Case No. 95-820 CA

I HEREBY CERTIFY that a true and correct copy of the foregoing has been furnished this 17th day of July by facsimile and regular mail to: Timothy J. McDermott, Esquire, Tripp, Scott, Conklin & Smith, P.O. Box 14245, 110 Tower, Fort Lauderdale, Florida 33302, and Jeffrey Vernia, Esquire, Vernia & Bowling, 895 U.S. Highway One, Jupiter, Florida 33477, Larry B. Metz, Esquire, Harfield & Knibb, 5310 N. 33rd Avenue, Suite 102, Ft. Lauderdale, Florida 33309, and Jeffrey L. Greenberg, Esquire, Jeffrey L. Greenberg, Esquire, Greenberg & Schlihan, P.A., 1761 West Hillsboro Boulevard, Suite 201, Deerfield Beach, Florida 33442.


KENNETH A. CUTLER, ESQUIRE
Goldman, Daszkal, & Cutler, P.A.
7900 Glades Road, Suite 320
Boca Raton, Florida 33434
Telephone: (561) 852-7220
Facsimile: (561) 852-7223

APPENDIX

"C-4"

J. GARIBLIE DEHAY, JR.
(1928 - 1991)

GARY D. ELLISTON
DAVID W. GOWE
NEL D. BAILEY
ERIC D. WEWERS
CHRISTOPHER P. MANNING
PAUL E. HAMILTON
KATHRYN HERRMIE
W. SCOTT BERRY
LAURA E. HUNTER
TODD J. DUNLAP
MELINDA S. HUFF

WATSON'S DIRECT DIAL
(214) 210-2402

DEHAY & ELLISTON, L.L.P.

ATTORNEYS AND COUNSELORS
3208 BANK OF AMERICA PLAZA
501 MAIN STREET
DALLAS, TEXAS 75202-9738
(214) 210-2400
FACSIMILE (214) 210-2800

215 ORLEANS ST.
BEAUMONT, TEXAS 77701
(409) 323-0808
FACSIMILE (409) 323-0814

RECEIVED
AUG 13 1999

MONACO COACH CORP.
LEGAL DEPARTMENT

JILL G. ADAMS
JOHN W. ARNOLD
WILLIAM C. ARNOLD
BRYAN CHAPMAN
MISSELL J. DALLMAN
CHRISTY J. JACKSON
WILLIAM A. ECHOLS
DAVID A. BRAYNE
TROY D. HELLUNG
TAMMY V. JOURNEY
BRENT N. KARRER
JEFFREY M. MARSH
KENNETH D. MORRIS
LILY D. MYERS
MATT A. NOWAK
TODD D. OSSEN
DAWN M. PALMISTO
MICHAEL J. RAMIREZ
RANDY RAMIREZ
TODD H. RAMSEY
H. TRACY RICHARDSON, III
DAVID K. BOONIA
KYLE C. STEELE
NITEL S. WALLACE
*Licensed only in Louisiana

August 12, 1999

Mr. T. Michael Pangburn
Corporate Counsel
Monaco Coach Corporation
P.O. Box 465
Wakarusa, IN 46573

VIA FEDERAL EXPRESS NO. 4306 7954 2780

Re: C.A. No. 598CV122: [REDACTED] v. Monaco Coach Corporation
and MCC Acquisition Corporation; In the United States District Court for the
Eastern District of Texas - Texarkana Division

Dear Mike:

Pursuant to your request, please allow this letter to serve as an outline of the evidence developed to date in the above-referenced case. As you are aware, this case stems from an April 3, 1996 rollover of a 1996 31 CPS Alumina-Lite travel trailer near Greenville, Texas. The owner of the trailer, [REDACTED], and her passenger, [REDACTED], were injured in the incident. The travel trailer was equipped with a weight distribution system and sway control mechanism. [REDACTED] has testified that she was traveling between 55 and 60 miles an hour and had just passed a large truck when she lost control of the vehicle which overturned causing her 1994 3/4 ton Suburban to flip on its side. While denying this in his deposition, the passenger, [REDACTED], advised some of his medical care providers that the trailer began to sway and flipped over only upon hitting a large pile of asphalt being utilized by a road repair crew at the scene. We have obtained weather reports from the National Weather Service indicating that it was an extremely windy day with gusts up to 30 miles per hour. In addition, there is significant evidence indicating that [REDACTED] had very little experience in towing a large vehicle.

Mr. T. Michael Pangburn
August 12, 1999
Page 2

Suburban was equipped with a Chevy 350 engine. The maximum towing capacity for the Suburban when equipped with the 350 engine is 7,500 pounds. The unloaded vehicle weight of the 1996 31 CPS is 7,550 pounds. In addition, the 40-gallon water tank on the unit had been filled at the dealership and there were approximately 436 pounds of additional options in the weight. The conditions added approximately 750 pounds to the trailer weight. The Plaintiffs have alleged that this incorrect mating of the travel trailer to the tow vehicle at the time of the October 1995 sale contributed to the alleged sway problems. Unfortunately, the Plaintiffs' insurance company disposed of the tow vehicle and subject trailer before even giving us notice of the incident.

To date, neither of the Plaintiffs have provided any expert report critical of the design or manufacture of the 1996 31 CPS travel trailer or the propriety of or the procedure utilized in the recall of the 1995 31 foot and 35 foot units.

Please contact me with any questions or comments. Thank you for your assistance. With best personal regards, I am

Sincerely yours,



David W. Crowe

DWC/gy
28257/02568

cc: Mr. Larry Henneberger (via Federal Express #4306 7954 2791)

APPENDIX

"C-5"

_____ filed this suit against Monaco and Rangitach alleging strict liability, negligence, negligent infliction of emotional distress, breach of implied warranty of merchantability, and subrogation in connection with the 1996 31' CPS Holiday Rambler Alumina-Lite Travel Trailer manufactured by Monaco and sold by Rangitach Brothers, L.L.C. to the _____ and the weight distributing hitch sold and installed by Rangitach Brothers, L.L.C. on _____ 1979 Ford 1/2 ton pickup. In late August of 1995 after _____ arrived in Missoula, Montana to pick up their travel trailer, employees of Rangitach informed Plaintiffs that they would need a new towing hitch on the 1979 Ford 1/2 ton pick-up. Employees of Rangitach installed a new towing hitch. After this new hitch was installed by Rangitach employees, the trailer was hooked up and Plaintiffs proceeded north on Highway 93. Some 30 miles outside of Missoula, at approximately 0.6 miles north of milepost 13 on Highway 93, Plaintiffs were

RICHARD D. THOMAS
 MARY A. JAMBER
 DONALD A. BERNHEIM
 MARY F. GREENBERG
 PATRICK J. FRANKS
 MARTIN S. JONES
 ALAN B. KISSINGER
 PATRICK O'BRIEN
 CARL MIDNICH-JALL
 GAIL M. HANSLAND
 STEVE A. VAN MATTA
 WENDY D. DRAYTON
 PETER S. DAYTON
 MATTHEW S. CLIFFE
 BERNIE M. MONROE
 MARK FRANKS

T. Michael Pangburn, Esq.
August 11, 1999
Page 2

traveling down a gradual grade when they lost control of the unit and an accident resulted. [REDACTED] did not apply any brakes, including those on the trailer, at anytime during the accident sequence.

Neither the Plaintiffs nor any expert retained by them identified or described the existence of any specific design or manufacturing defect, any defect in material or workmanship or the breach of any warranty in regard to the 1996 31" CPS Aluma-Lite Travel Trailer. The [REDACTED] specifically testified that they were not aware of any defects in material or workmanship of the trailer. In fact [REDACTED] testified that it is his position that the installation of the equalizer hitch by Rangitsch caused the accident. (R. Cosby Depo. P.62, lines 12-25, P. 63, lines 1-3 portions attached as Exhibit "A").

The 1996 31 CPS Travel Trailer purchased by [REDACTED] contained no defects in design or manufacturing, nor any defects in material and workmanship, and the trailer in question was designed and manufactured in accordance with the standards and practices of the recreational vehicle and tow vehicle industries. The injuries and damages complained of by [REDACTED] were not caused by any design or manufacturing defect in the travel trailer or by the breach of any limited warranty provided by Monaco.

In addition to [REDACTED] losing control of the vehicle by failing to properly activate the trailer brakes during the accident, the tow vehicle in question did not have adequate capacity for towing the trailer in question.

If you have any questions or need additional information, please feel free to call me at any time.

With best wishes, I am,

Sincerely,



Ronald A. Bender

Enclosure

RM:MSD

EXHIBIT A

COPY

In The Matter Of:

*Louise Cosby, et al. v.
Monaco Coach Corporation, et al.*


November 3, 1998

CV 97-140-M

*Martin-Lake & Associates, Inc.
The Court Reporters
E-mail: mla@montana.com
111 North Higgins, Suite 500
Missoula, MT 59802
(406) 543-6447 FAX: (406) 543-5023*

Original File RC110398V1, 109 Pages
Min-U-Script® File ID: 1582382843

Word Index included with this Min-U-Script®

Page 60

of yourself, with anyone from Bangtech relative to
the trailer, the sway bar, the hitch or the truck?
A: The computer, the money man.
Q: And when did you have those discussions?
A: Shortly after we got there.
Q: And what was that, just about how to pay
for the trailer and the costs?
A: And the papers.
Q: And the papers?
A: Yeah.
Q: Do you recall anything else that the
computer indicated to you, other than just how
to handle the financing?
A: No.
Q: Any other discussions you had with anyone
from Bangtech—
A: No.
Q: —other than we have already talked
about?
A: No.
Q: How short after the accident, did you
have any discussions with anybody at Bangtech?
A: I never went back there.
Q: Did you have any discussions with them
over the phone?

Page 61

A: After the—
Q: After the accident.
A: No.
Q: Now, there's a mention in some of the
repair records from Bangtech of installation of a
sway bar or work on a sway bar. Have you had
occasion to see those records?
A: No.
Q: I'm handing you a copy of Deposition
Exhibit 24, which is a repair record from
Bangtech and it says, "Mount sway bar; ball,"
looks like height or heightened. "Hon," and then
there's "wrong." And then there's some initials.
Do you see that entry?
A: Yes.
Q: Did, in fact, some Bangtech people do
some work on mounting your sway bar?
A: Yeah, they had to mount the trailer end
of it.
Q: Do you know if you were charged for that?
A: I don't know, I don't think so.
Q: I'm handing you a copy of Deposition
Exhibit 25, which is a repair record from
Bangtech and it says, "Install equal hitch and
anti-sway bar." First of all, did Bangtech

Page 62

install an equal hitch?
A: That's an equalizer hitch. Yes.
Q: And did they perform some work on the
anti-sway bar?
A: Yeah, they took it off of the—they had
to take the ball and put it on the trailer, on the
trailer hitch, isn't this exciting?
Q: Mr. Cosby, is it your position that
Bangtech installed the hitch, the equalizer
hitch, wrong?
A: Yes.
Q: And is it your position that the
installation of the equalizer hitch by Bangtech
is what caused the accident?
A: Yes.
Q: And as I understand it, based on what you
observed, you're saying that he tightened up the
tension bar too tight and that took weight off of
your pickup?
A: Right.
Q: And when Mr. Johnson took your statement,
the Safety adjuster took your statement the day
after the accident, that's what you told him then,
too, isn't it?
A: Yes.

Page 63

Q: And is that your position and reasons as
to what caused this accident?
A: Yes.
Q: Now, do you know the weight of this
trailer that you purchased?
A: No.
Q: Do you know how many propane tanks it
had?
A: Two.
Q: And when you left Missouri, were they
loaded or unloaded?
A: They were loaded. The trailer was ready
to go, everything in it.
Q: And how about the water tank?
A: It had water in it.
Q: Did you or your wife put anything in the
trailer before you left the Missouri lot?
A: No.
Q: So basically, your personal belongings,
your food, your clothing and bedding and the
toolbox were all in the pickup?
A: Right.
Q: Anything else out of the ordinary that
you had in the pickup?
A: No, not really, just over the years we

C E R T I F I C A T E

STATE OF MONTANA)
COUNTY OF MISSOULA) ss.

I, Tamara Stuckey, RPR, Freelance Court Reporter and Notary Public for the State of Montana, residing in Missoula, Montana, do hereby certify;

That I was duly authorized to and did report the deposition of ROBERT COBBY in the above-entitled cause;

That the reading and signing of the deposition by the witness have been expressly reserved;

That the foregoing pages of this transcript constitute a true and accurate transcription of my stenotype notes of the testimony of said witness.

I further certify that I am not an attorney, nor counsel of any of the parties, nor a relative or employee of any attorney or counsel connected with the action, nor financially interested in the action.

IN WITNESS WHEREOF, I have hereunto set
my hand and seal on this 25th day of November,
1998.

Tamara Stuckey
 Tamara Stuckey, RPR
 Freelance Court Reporter
 Notary Public, State of Montana
 Residing in Missoula, Montana
 My Commission expires: 10/28/02.

APPENDIX

"C-6"

Response to No. 4(d):

**LAWSUITS INVOLVING 1995
31CFS ALUMA-LITE TRAVEL TRAILERS**

PARTIES INVOLVED: [REDACTED]
COURT CAPTION: Crouch v. Holiday Rambler Corporation
COURT NAME: 14th Judicial District, Tulsa County, Oklahoma
CAUSE NO.: CJ 972508
FILING DATE: 5/97
DEFECT CLAIMED: Stability INVOLVING A 1995 Aluma-Lite 31 CFS travel trailer.

PARTIES INVOLVED: [REDACTED]
COURT CAPTION: [REDACTED] v. Holiday Rambler LLC, Holiday Rambler Corporation and Northwest Campers, Inc.
COURT NAME: Circuit Court for Bay County, Florida
CAUSE NO.: 95-3332
FILING DATE: 11/21/95
DEFECT CLAIMED: Stability Involving a 1995 Aluma-Lite 31CFS travel trailer.

PARTIES INVOLVED: [REDACTED]
COURT CAPTION: [REDACTED] v. Holiday Rambler and Holiday World
COURT NAME: Second Judicial District, County of Bernalillo, New Mexico
CAUSE NO.: CV-95 08281
FILING DATE: 10/95
DEFECT CLAIMED: Stability Involving a 1995 Aluma-Lite 31CFS travel trailer.

PARTIES INVOLVED: [REDACTED]
COURT CAPTION: [REDACTED] v. Holiday Rambler Corporation and Siripila RV Center, Inc.
COURT NAME: Court of Common Pleas of Allegheny County, Pennsylvania
CAUSE NO.: 97-1945
FILING DATE: 2/97
DEFECT CLAIMED: Stability involving a 1995 Aluma-Lite 31CFS travel trailer.

APPENDIX

"C-7"

Response to No. 4(d):

Ly. Holiday Rambler Corporation

Due to the nature of the cause of action and time that had passed, a suit was filed. Plaintiff's attorney did not intend to serve us in an effort to resolve the matter without litigation. The file was closed on 6/3/98 due to no activity.

██████████ attempted to obtain class action certification for claims relating to the trailer stability recall situation. This case was settled for \$4,500 and the file was closed on 2/10/98.

_____ were involved in an accident in 9/95. The matter was settled for \$65,000 (\$50,000 product / \$15,000 BI) and the file was closed in 4/96.

File is open and active.

APPENDIX

"D"

LISTING OF ALL INCIDENTS INVOLVING 1995-96 31CFS ALLUMA-LITE TRAVEL TRAILERS

OWNER NAME/ADDRESS	MODEL YEAR	HITCH TYPE	VIN / SERIAL NO.	MFG DATE	INCIDENT / NOTICE DATE	DESCRIPTION OF INJURY
[REDACTED]	1995	Unknown	1KB181K228W 9501108631200	2/14/95	4/17/95 - 7/1/95	None known.
	1995	Unknown	1KB182K218W 9501108431200	8/6/95	8/25/95 - 12/22/95	[REDACTED] - neck/back cuts/bruises
	1995	Unknown	1KB381R388W 9501128438400	8/12/94	7/2/95 - 8/28/95	None known.
	1995	Reese 35810V-S CP Prod Equalizer	1KB181K20TW 9501108631200	8/10/95	8/31/95 - 9/1/95	[REDACTED] cuts/bruises - none
	1995	Unknown	1KB181K208W 9501108431200	4/4/95	5/20/95 - 5/22/97	Minor injuries to both parties
	1995	Unknown	1KB181K218W 9501108631200	1/8/95	9/18/95 - 9/27/95	[REDACTED] stress neck/back
	1995	Easy Lift Bolt-On w/ Easy Lift Deluxe Sway Control	1KB181K23TW 9501108631200	7/21/95	4/3/96 - 12/31/96	Parties injured, but details unknown
	1995	Unknown	1KB371S518W 9501125737700	10/12/94	4/18/95 - 10/13/95	None - just tremors
	1995	Unknown	1KB181K298W 9501108431200	2/2/95	Unknown - 3/21/95	None known.
	1995	Unknown	1KB181K208W 9501108431200	1/25/95	Unknown - 2/7/95	None known.
	1995	Unknown	1KB181K288W 9501108631200	10/11/94	8/1/95 - 10/2/95	Chest injuries
	1995	Unknown	1KB181K288W 9501108431200	8/10/94	8/11/95 - 3/31/97	None known.

LISTING OF ALL INCIDENTS INVOLVING 1995-96 31CFS ALUMA-LITE TRAVEL TRAILERS

OWNER NAME/ADDRESS	MODEL YEAR	HITCH TYPE	VIN / SERIAL NO.	MFG DATE	INCIDENT / NOTICE DATE	DESCRIPTION OF INJURY
[REDACTED]	1995	1000E Reese Dual Cam	1KB181K288WV 95011084312001	11/8/94	2/17/95 - 1/17/96	Minor injuries
	1995	Unknown	1KB181K228WV 95011088312001	10/10/94	5/27/95 - 10/25/95	None known.
	1995	Unknown	1KB181P255WV 95011084357000	1/23/95	9/8/95 - 9/10/95	None known.
	1995	Unknown	1KB181K248WV 95011088312001	10/26/94	5/95 - 1/11/96	None known.
	1995	Unknown	1KB181K278WV 95011088312001	12/8/94	9/8/95 - 10/10/95	[REDACTED] - soft tissue/shoulder/back head injury
	1995	Unknown	1KB181K238WV 95011084312001	10/12/94	5/23/95 - 10/16/95	None known.
	1995	Unknown	1KB181K258WV 95011084312001	8/28/94	Unknown - 8/8/95	None known.
	1995	Reese Class 5	1KB181K228WV 95011088312001	9/8/94	4/25/95 - 2/14/97	[REDACTED] - lumber sprain/shoulder cubitus/ulna
	1999	Reese	1KB181K20TWV 99011084312001	7/12/95	1/7/96 - 1/15/96	[REDACTED] - broken neck cubitus/ulna
	1995	Unknown	1KB181K265WV 95011088312001	2/5/95	5/24/95 - 8/95	None known.
	1995	Reese No Sway System	1KB181K20TWV 99011088312001	11/27/95	7/8/96 - 7/31/96	None known.
	1995	Unknown	1KB181K286WV 95011084312001	9/20/94	Unknown - 7/12/95	Cubitus/ulna

Incident is defined as an event that resulted in personal property damage, damage to the travel trailer itself and/or personal injury. (Sec 48 USC 30106(a).)

Copied from SUBMITTED Disk

**MATRIX OF ALL INCIDENTS INVOLVING 199-96 31CES
ALUMA - LITE TRAVEL TRAILERS**

OWNER NAME/ADDRESS	MODEL YEAR	HITCH TYPE	VIN / SERIAL NO.	MFG DATE	INCL
	1995	Unknown	1KB181K22SW 9501108831200	2/14/1995	
	1995	Unknown	1KB182K21SW 9501108431200	8/6/1995	1
	1995	Unknown	1KB381R38SW 9501128438400	8/12/1994	
	1995	Reese 35510V-5 CP Prod Equalizer	1KB181K20TW 9501108831200	8/10/1995	
	1995	Unknown	1KB181K20SW 9501108431200	4/4/1995	
	1995	Unknown	1KB181K21SW 9501108831200	1/8/1995	
	1995	Easy Lift Bolt-On w/Easy Lift Deluxe Sway Control	1KB181K23TW 9501108831200	7/21/1995	
	1995	Unknown	1KB371S518W 9501125737700	10/12/1994	4
	1995	Unknown	1KB181K28SW 9501108431200	2/2/1995	1
	1995	Unknown	1KB181K20SW 9501108431200	1/26/1995	
	1995	Unknown	1KB181K28SW 9501108831200	10/11/1994	
	1995	Unknown	1KB181K28SW 9501108431200	8/10/1994	
	1995	1000# Reese Dual Cam	1KB181K28SW 9501108431200	11/8/1994	
	1995	Unknown	1KB181K22SW 9501108831200	10/10/1994	1
	1995	Unknown	1KB181P25SW 9501108435700	1/23/1995	
	1995	Unknown	1KB181K24SW 9501108831200	10/23/1994	
	1995	Unknown	1KB181K27SW 9501108831200	12/5/1994	



1996	Unknown	1KB181K23SW 95011084312001	10/12/1994
1996	Unknown	1KB181K25SW 95011084312001	8/29/1994
1996	Reese Class 5	1KB181K22SW 95011088312001	9/8/1994
1996	Reese	1KB181K20TW 95011084312001	7/12/1995
1996	Unknown	1KB181K25SW 95011088312001	2/9/1996
1996	Reese No Sway System	1KB181K20TW 95011088312001	11/27/1995
1996	Unknown	1KB181K25SW 95011084312001	9/20/1994

Incidents is defined as an event that resulted in personal property damage, damage to the travel trailer itself and/or personal injury. [See: 49 USC 30166(a).]

APPENDIX

"E"



HOLIDAY RAMBLER

65906 State Road 19
P.O. Box 465
Wakarusa, Indiana 46573-0465
219-862-7211

September 6, 1995

SENT VIA FACSIMILE

Dear Holiday Rambler Dealer:

This letter is preliminary notification to you that Holiday Rambler LLC is initiating a voluntary safety recall campaign with respect to 783 travel trailers produced by Holiday Rambler between August 9, 1994 and June 20, 1995. The recall population includes the entire model year production for the 1995 Aluma-Lite and Aluma-Lite Custom 31CFS, 1994 Aluma-Lite 35CSSO and 1995 Aluma-Lite Custom 35WCS models.

The defect relates to the stability of the travel trailers. All three travel trailers have a storage compartment at the rear of the unit which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, the 1995 31CFS and the 1994 35CSSO were designed with a fresh water tank located at the rear of the unit. As a result, these travel trailers can exhibit reduced stability while being towed and in many cases do not adequately dampen a sway condition.

The remedy will involve (i) placement of a label on the storage compartment at the rear of all three travel trailer models indicating the maximum storage weight capacity, (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension on the 1995 31CFS and the 1994 35CSSO and (iii) installation of the Hensley Arrow hitch on the 1994 35CSSO and 1995 35WCS travel trailers. Due to its unique design and function, the Hensley Arrow hitch provides excellent towing stability, handling control and sway dampening on the 1994 35CSSO and 1995 35WCS. Because of the unit length difference, the Hensley Arrow hitch is not a required part of the remedy for the 1995 31CFS travel trailer.

Owner notification is scheduled to begin in the near future. On or before that date, you will receive another notification letter from Holiday Rambler, including repair instructions.

September 6, 1995
Page Two

It is presently anticipated that implementation of the remedy will begin in October. There will be an initial limited availability of certain components, including the Hensley Arrow hitch. We will be advising owners that in the interim period, the trailers should be towed with caution and with the fresh water tank empty (31CFS and 35CSS0 only), no cargo loaded in the rear portion and at a speed not exceeding 45 mph.

All unsold new vehicles in your possession and subject to this recall campaign must be held and repaired in accordance with the service procedure which will be issued before owners take possession of these travel trailers. In recognition of your inventory carrying cost and for ease of administration for you and us, Holiday Rambler will credit your parts account in the amount of \$200 for the month of September for each recalled unit in your inventory. We will review this issue on a month-to-month basis.

We will be contacting you again shortly regarding this matter and certainly regret this inconvenience. However, we have taken this action in the interest of our mutual customers' safety and continued satisfaction with Holiday Rambler products.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss

T C R

(SEP 06 '95 05:29PM)

HOLIDAY MKT&SALES

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
TRANSMISSION								
SEP 06	02:41PM	H W LANCASTER	01'42"	OK	ESM	05		085
	02:43PM	1 712 366 2584	02'12"	OK	ESM	05		086
	02:46PM	2064756361	02'11"	OK	SM#	04		073
	02:46PM	2064756361	01'41"	OK	SM#	03		088
	02:50PM	LOVELAND	01'08"	OK	ESM	03		089
	02:52PM	1 702 896 9001	01'17"	OK	ESM	03		090
	02:56PM	3032749267	01'27"	OK	ESM	03		091
	03:32PM	209 465 1164	01'53"	OK	SM	02		094
	03:39PM	3032749267	11'38"	OK	ESM	21		095
	03:51PM	508 832 6937	00'47"	OK	ESM	02		098
	04:29PM	719 685 0710	00'39"	OK	SM	01		098
	04:30PM	508 832 6937	00'26"	OK	ESM	01		099
	04:38PM	INTERSTATE RV	01'05"	OK	ESM	03		100
	04:40PM	4053234054	02'02"	OK	SM	03		001
	04:46PM	8139310306	00'45"	OK	SM	01		004
	04:50PM	H W CAMARILLO	01'10"	OK	ESM	03		005
	04:54PM	904 744 2905	01'25"	OK	SM	02		007
	04:58PM	2198756743	01'25"	OK	SM	02		007
	05:01PM	8139310306	01'52"	OK	SM#	03		008
	05:01PM	8139310306	01'13"	OK	SM#	02		007
	05:05PM	5042720942	02'00"	OK	ESM#	05		009
	05:05PM	5042720942	00'50"	OK	ESM#	02		007
	05:10PM	615 320 0223	01'01"	OK	ESM	02		007
	05:13PM	2145391549	01'22"	OK	SM	02		007
	05:16PM	414 521 1099	01'27"	OK	SM	02		007
	05:18PM	719 685 0710	01'23"	OK	SM	02		007
	05:23PM		01'24"	OK	SM	02		007
	05:25PM	6194429735	01'25"	OK	SM	02		007
	05:27PM	H W ALBUQUERQUE	00'54"	OK	ESM	02		007
	05:28PM	508 832 6937	00'46"	OK	ESM	02		007

RECEPTION

SEP 06	02:55PM	219 062 4235	00'36"	OK	ED	01		092
	03:01PM	2103771089	00'29"	OK	ES	01		093
	03:53PM	HOLIDAY WORLD	03'23"	OK	ES	06		097
	04:45PM	4145210515	00'47"	OK	S	02		003
	05:20PM	HOLIDAY WORLD ELKHAR	01'23"	OK	ES	02		010

TX:068591

RX:023369

E)ECM >)REDUCTION S)STANDARD @)FORWARDING M)MEMORY C)CONFIDENTIAL #)BATCH
 D)DETAIL F)FINE P)POLING

HOLIDAY MKT&SALES

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
TRANSMISSION								
SEP 06	05:31PM	HOLIDAY WORLD RV CEN	01'24"	OK	SM	02		007
	05:33PM	7134488726	00'53"	OK	ESM	02		007
	05:35PM	H W LEESBURG	00'53"	OK	ESM	02		007
	05:37PM	714 857 0661	07'44"	OK	SM	14		012
	05:45PM	3288369	01'26"	OK	ESM	02		007
	05:47PM	HOLIDAY WORLD PORTLD	00'53"	OK	ESM	02		007
	05:49PM	509 825 5643	00'54"	OK	ESM	02		007
	05:50PM	2064756361	01'24"	OK	SM	02		007
	05:52PM	H W IRVINE	01'24"	OK	SM	02		007
	05:54PM	H W CAMARILLO	00'47"	OK	ESM	02		007
	05:56PM	H W LANCASTER	00'47"	OK	ESM	02		007
	05:57PM	916 755 3032	01'27"	OK	SM	02		007
	05:59PM	AL' S-TRAILER SALES	01'25"	OK	SM	02		007
	06:02PM		01'25"	OK	SM	02		007
	06:04PM		01'25"	OK	SM	02		007
	06:06PM	ANDREW'S RV'S	05'22"	OK	SM	02		007
	06:12PM	APPLETON CAMPING_CTR	01'25"	OK	SM	02		007
	06:14PM	801 255 9351	00'54"	OK	ESM	02		007
	06:15PM	BARLOWS	01'24"	OK	SM	02		007
	06:17PM	301 898 0630	01'23"	OK	SM	02		007
	06:20PM	503 593 8370	00'55"	OK	ESM	02		007
	06:21PM	703 992 5779	01'24"	OK	SM	02		007
	06:23PM	9411404	01'20"	OK	SM	02		007
	06:26PM	1 717 992 7425	01'24"	OK	SM	02		007
	06:28PM	9455970	01'25"	OK	SM	02		007
	06:31PM	4147637862	00'54"	OK	ESM	02		007
	06:33PM		01'24"	OK	SM	02		007
	06:35PM		01'24"	OK	SM	02		007
	06:39PM	209 465 1154	01'26"	OK	SM	02		007
	06:42PM	01 01'12"	OK	SM	02			007
	06:44PM	18158749426	00'53"	OK	ESM	02		007
	06:47PM	407 546 2580	01'25"	OK	SM	02		007
	06:49PM	916 241 2314	00'56"	OK	ESM	02		007
	06:51PM	602 833 3260	01'02"	OK	ESM	02		007
	06:53PM	5034760966	01'37"	OK	SM	02		007

RECEPTION

TX: 068676

RX: 023569

T C R

(SEP 06 '95 08:05PM)

HOLIDAY MKT&SALES

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
TRANSMISSION								
SEP 06	05:55PM	6018954717	01'33"	OK	SM	02		007
	06:58PM	1 719 634 1248	01'25"	OK	SM	02		007
	07:01PM		01'27"	OK	SM	02		007
	07:04PM	503 688 1885	01'01"	OK	ESM	02		007
	07:05PM	6169623016	01'24"	OK	SM	02		007
	07:07PM	804 973 5646	01'23"	OK	SM	02		007
	07:10PM	201 208 9203	01'24"	OK	SM	02		007
	07:12PM	2677781	01'23"	OK	SM	02		007
	07:14PM	1+614+471+0105	01'03"	OK	ESM	02		007
	07:16PM		01'24"	OK	SM	02		007
	07:18PM	919 294 2695	01'29"	OK	SM	02		007
	07:20PM	1 203 489 7736	00'55"	OK	ESM	02		007
	07:21PM	305 451 3030	01'26"	OK	SM	02		007
	07:24PM	8067453510	01'24"	OK	SM	02		007
	07:26PM	INTERSTATE RV	00'55"	OK	ESM	02		007
	07:27PM	4053234064	01'32"	OK	SM	02		007
	07:31PM	3139773752	01'25"	OK	SM	02		007
	07:33PM		01'25"	OK	SM	02		007
	07:35PM	803 548 4578	01'23"	OK	SM	02		007
	07:37PM	1 712 366 2584	00'55"	OK	ESM	02		007
	07:39PM	4024669455	01'42"	OK	SM	02		007
	07:41PM	7042589994	01'27"	OK	SM	02		007
	07:44PM	208 746 0895	01'29"	OK	SM	02		007
	07:46PM	LOVELAND	00'55"	OK	ESM	02		007
	07:47PM	MACK'S CAMPER SALES	01'22"	OK	SM	02		007
	07:50PM	2058304451	01'25"	OK	SM	02		007
	07:52PM	7174645751	01'41"	OK	SM	02		007
	07:54PM	815 933 9710	01'01"	OK	ESM	02		007
	07:56PM	19046425885	00'55"	OK	ESM	02		007
	07:57PM	1 501 835 1320	01'26"	OK	SM	02		007
	08:00PM		01'25"	OK	SM	02		007
	08:02PM	5103739317	01'24"	OK	SM	02		007
	08:04PM	904 769 7801	01'01"	OK	ESM	02		007
	08:05PM	NORTHWEST TRLR (NY)	01'25"	OK	SM	02		007
	08:08PM	913 884 8046	01'26"	OK	SM	02		007

RECEPTION

TX:068746

RX:023569

E)ECHO >)REDUCTION S)STANDARD @)FORWARDING M)MEMORY C)CONFIDENTIAL *)BATCH
D)DETAIL
F)FINE
P)POLLING

T C R

(SEP 06 '95 09:19PM)

HOLIDAY MKT&SALES

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
TRANSMISSION								
SEP 06	08:10PM		01'31"	OK	SM	02		007
	08:12PM	8146375435	01'01"	OK	ESM	02		007
	08:14PM	6122512975	00'54"	OK	ESM	02		007
	08:16PM		01'25"	OK	SM	02		007
	08:19PM	7075420432	01'24"	OK	SM	02		007
	08:21PM	406 721 4876	01'01"	OK	ESM	02		007
	08:23PM		01'02"	OK	ESM	02		007
	08:25PM	717 494 1460	00'55"	OK	ESM	02		007
	08:27PM		01'25"	OK	SM	02		007
	08:29PM	505 523 5242	00'55"	OK	ESM	02		007
	08:30PM	S&S APACHE...	01'25"	OK	SM	02		007
	08:32PM		01'24"	OK	SM	02		007
	08:34PM	6053325422	01'24"	OK	SM	02		007
	08:36PM	4176442363	01'09"	OK	SM	02		007
	08:38PM		01'08"	OK	ESM	02		007
	08:40PM	216 645 3560	00'44"	OK	ESM	02		007
	08:42PM	512 364 1172	01'25"	OK	SM	02		007
	08:44PM	3026744908	01'27"	OK	SM	02		007
	08:46PM	5073320971	01'27"	OK	SM	02		007
	08:48PM	812 288 9424	00'54"	OK	ESM	02		007
	08:50PM	317+687+4334	01'28"	OK	SM	02		007
	08:52PM	13147310269	01'24"	OK	SM	02		007
	08:54PM	319 381 2871	01'24"	OK	SM	02		007
	08:56PM	THURMAN TRAVELAND	01'24"	OK	SM	02		007
	08:58PM	THREE WAY CAMPER INC	01'01"	OK	ESM	02		007
	09:00PM	13044265216	01'25"	OK	SM	02		007
	09:02PM	5124236240	01'29"	OK	SM	02		007
	09:04PM	616 538 0488	00'54"	OK	ESM	02		007
	09:06PM	WAGER'S	00'46"	OK	ESM	02		007
	09:07PM	1 702 896 9001	00'56"	OK	ESM	02		007
	09:09PM	3032749267	01'03"	OK	ESM	02		007
	09:11PM	907 258 4510	00'58"	OK	ESM	02		007
	09:13PM	816 773 5183	01'26"	OK	SM	02		007
	09:15PM		01'28"	OK	SM	02		007
	09:17PM	1-3192451942	01'23"	OK	SM	02		007

RECEPTION

TX:068816

RX:023569

E)ECM >)REDUCTION S)STANDARD @)FORWARDING M)MEMORY C)CONFIDENTIAL #)BATCH

D)DETAIL

\$)TRANSFER

R)REPORTING

HOLIDAY MKT&SALES

(AUTO)

THE FOLLOWING FILE(S) ERASED

FILE	FILE TYPE	OPTION	TEL NO.	PAGE	RESULT
007	MEMORY TX		G1:MARK WERNER	02/02	OK
			G1:JAY MAURO	02/02	OK
			G1:HANS DOENNIG	02/02	OK
			G1:MATT MCMAHON	02/02	OK
			G1:GORDON BAKER	02/02	OK
			G1:HARRY BRAGG	02/02	OK
			G1:GREG HEICHELBECH	02/02	OK
			G1:KEITH SINCLAIR	02/02	OK
			G1:JEFF HARRISON	02/02	OK
			G1:MIKE SULLIVAN	02/02	OK
			G2:H W ALBUQUERQUE	02/02	OK
			G2:H W AUBURN	02/02	OK
			G2:H W ELKHART	02/02	OK
			G2:H W EVERETT	02/02	OK
			G2:H W HOUSTON NORTH	02/02	OK
			G2:H W LEESBURG	02/02	OK
			G2:H W MESQUITE	02/02	OK
			G2:H W PORTLAND	02/02	OK
			G2:H W COLTON	02/02	OK
			G2:H W TACOMA	02/02	OK
			G2:H W IRVINE	02/02	OK
			G2:H W CAMARILLO	02/02	OK
			G2:H W LANCASTER	02/02	OK
			G3:A-PLUS RV	02/02	OK
			G3:AL'S TRAILERS	02/02	OK
			G3:AMACKS	02/02	OK
			G3:AMERICAN RV	02/02	OK
			G3:ANDERSONS IDAHO	02/02	OK
			G3:ANDREW REC TEXAS	02/02	OK
			G3:APPLETON	02/02	OK
			G3:ARDELL BROWN	02/02	OK
			G3:BARLOWS	02/02	OK
			G3:BECKLEY'S	02/02	OK
			G3:BEND REC	02/02	OK
			G3:BERGLUND CHEV	02/02	OK
			G3:BIG JACK	02/02	OK
			G3:BLUE RIDGE	02/02	OK
			G3:BRIEN'S	02/02	OK
			G3:BROWN'S GUTTENBERG	02/02	OK
			G3:BURLINGTON	02/02	OK

ERRORS

1) HANG UP OR LINE FAIL 2) BUSY 3) NO ANSWER 4) NO FACSIMILE CONNECTION



HOLIDAY RAMBLER

63926 State Road 19
P.O. Box 463
Wakarusa, Indiana 46373-0463
219-862-7211

September 6, 1995

SENT VIA FACSIMILE

Dear Holiday Rambler Dealer:

This letter is preliminary notification to you that Holiday Rambler LLC is initiating a voluntary safety recall campaign with respect to 783 travel trailers produced by Holiday Rambler between August 9, 1994 and June 20, 1995. The recall population includes the entire model year production for the 1995 Aluma-Lite and Aluma-Lite Custom 31CFS, 1994 Aluma-Lite 35C8SO and 1995 Aluma-Lite Custom 35WCS models.

The defect relates to the stability of the travel trailers. All three travel trailers have a storage compartment at the rear of the unit which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, the 1995 31CFS and the 1994 35C8SO were designed with a fresh water tank located at the rear of the unit. As a result, these travel trailers can exhibit reduced stability while being towed and in many cases do not adequately dampen a sway condition.

The remedy will involve (i) placement of a label on the storage compartment at the rear of all three travel trailer models indicating the maximum storage weight capacity, (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension on the 1995 31CFS and the 1994 35C8SO and (iii) installation of the Hensley Arrow hitch on the 1994 35C8SO and 1995 35WCS travel trailers. Due to its unique design and function, the Hensley Arrow hitch provides excellent towing stability, handling control and sway dampening on the 1994 35C8SO and 1995 35WCS. Because of the unit length difference, the Hensley Arrow hitch is not a required part of the remedy for the 1995 31CFS travel trailer.

Owner notification is scheduled to begin in the near future. On or before that date, you will receive another notification letter from Holiday Rambler, including repair instructions.

September 6, 1995
Page Two

It is presently anticipated that implementation of the remedy will begin in October. There will be an initial limited availability of certain components, including the Hensley Arrow hitch. We will be advising owners that in the interim period, the trailers should be towed with caution and with the fresh water tank empty (31CFS and 35CSSO only), no cargo loaded in the rear portion and at a speed not exceeding 45 mph.

All unsold new vehicles in your possession and subject to this recall campaign must be held and repaired in accordance with the service procedure which will be issued before owners take possession of these travel trailers. In recognition of your inventory carrying cost and for ease of administration for you and us, Holiday Rambler will credit your parts account in the amount of \$200 for the month of September for each recalled unit in your inventory. We will review this issue on a month-to-month basis.

We will be contacting you again shortly regarding this matter and certainly regret this inconvenience. However, we have taken this action in the interest of our mutual customers' safety and continued satisfaction with Holiday Rambler products.

Sincerely,



Paul C. Harbour
Vice President
Consumer Affairs

PCB/pss

SEP 06 '95 05:23PM

HOLIDAY MKT SALES

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
TRANSMISSION								
SEP 06	02:41PM	H W LANCASTER	01'42"	OK	ESM	05		005
	02:43PM	1 712 356 2584	02'12"	OK	ESM	05		006
	02:45PM	2064755361	02'11"	OK	SM	04		073
	02:45PM	2064755361	01'41"	OK	SM	03		008
	02:52PM	LOVELAND	01'08"	OK	ESM	03		009
	02:52PM	1 702 896 9081	01'17"	OK	ESM	03		010
	02:55PM	3032749267	01'27"	OK	ESM	03		011
	03:02PM	209 465 1164	01'53"	OK	SM	02		004
	03:03PM	3032749267	11'39"	OK	ESM	21		005
	03:51PM	500 632 6937	00'47"	OK	ESM	02		006
	04:29PM	719 685 0710	00'39"	OK	SM	01		008
	04:30PM	500 632 6937	00'26"	OK	ESM	01		009
	04:38PM	INTERSTATE RV	01'05"	OK	ESM	03		100
	04:40PM	4053234064	02'02"	OK	SM	03		001
	04:40PM	0139310306	00'45"	OK	SM	01		004
	04:50PM	H W CARMILLO	01'10"	OK	ESM	03		005
	04:54PM	904 744 2986	01'25"	OK	SM	02		007
	04:58PM	2198756743	01'25"	OK	SM	02		007
	05:01PM	0139310306	01'52"	OK	SM	03		006
	05:01PM	0139310306	01'13"	OK	SM	02		007
	05:09PM	5042720942	02'00"	OK	ESM	05		009
	05:09PM	5042720942	00'50"	OK	ESM	02		007
	05:10PM	615 320 0223	01'01"	OK	SM	02		007
	05:13PM	2145391549	01'22"	OK	SM	02		007
	05:16PM	414 521 1899	01'27"	OK	SM	02		007
	05:18PM	719 685 0710	01'23"	OK	SM	02		007
	05:23PM		01'24"	OK	SM	02		007
	05:25PM	6194429735	01'25"	OK	SM	02		007
	05:27PM	H W ALBUQUERQUE	00'54"	OK	ESM	02		007
	05:28PM	500 632 6937	00'46"	OK	ESM	02		007
RECEPTION								
SEP 06	02:53PM	219 662 4235	00'36"	OK	ED	01		012
	03:01PM	2103771089	00'29"	OK	ES	01		013
	03:53PM	HOLIDAY WORLD	00'23"	OK	ES	06		017
	04:45PM	4145210515	00'47"	OK	S	02		003
	05:20PM	HOLIDAY WORLD ELKHAR	01'23"	OK	ES	02		010

TX: 008591

RX: 023569

TCR (SEP 05 '95 06:55PM)

HOLIDAY MKT SALES

(AUTO)

DATE	START TIME	REMOTE IDENTIFICATION	TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
TRANSMISSION									
SEP 05	05:31PM	HOLIDAY WORLD RV CEN	81'24"	OK	SM	02			007
	05:33PM	7134488725	00'55"	OK	ESM	02			007
	05:35PM	H W LEESBURG	00'55"	OK	ESM	02			007
	05:37PM	714 857 0681	07'44"	OK	SM	14			012
	05:45PM	3288369	01'26"	OK	ESM	02			007
	05:47PM	HOLIDAY WORLD PORTLD	00'53"	OK	ESM	02			007
	05:49PM	909 825 5643	00'54"	OK	ESM	02			007
	05:50PM	2064756361	01'24"	OK	SM	02			007
	05:52PM	H W IRVINE	01'24"	OK	SM	02			007
	05:54PM	H W CAMRILLO	00'47"	OK	ESM	02			007
	05:56PM	H W LANCASTER	00'47"	OK	ESM	02			007
	05:57PM	916 755 3832	01'27"	OK	SM	02			007
	05:59PM	AL' S TRAILER SALES	01'25"	OK	SM	02			007
	06:02PM		01'25"	OK	SM	02			007
	06:04PM		01'25"	OK	SM	02			007
	06:06PM	ANDREW'S RV'S	05'22"	OK	SM	02			007
	06:12PM	APPLETON CAMPING_CTR	01'25"	OK	SM	02			007
	06:14PM	801 255 9351	00'54"	OK	ESM	02			007
	06:15PM	BARROWS	01'24"	OK	SM	02			007
	06:17PM	301 858 0630	01'23"	OK	SM	02			007
	06:20PM	583 593 8378	00'55"	OK	ESM	02			007
	06:21PM	703 992 5779	01'24"	OK	SM	02			007
	06:23PM	9411404	01'20"	OK	SM	02			007
	06:26PM	1 717 992 7425	01'24"	OK	SM	02			007
	06:28PM	9455970	01'25"	OK	SM	02			007
	06:31PM	4147637862	00'54"	OK	ESM	02			007
	06:33PM		01'24"	OK	SM	02			007
	06:35PM		01'24"	OK	SM	02			007
	06:39PM	209 465 1154	01'25"	OK	SM	02			007
	06:42PM		01 01'12"	OK	SM	02			007
	06:44PM	18158749426	00'53"	OK	ESM	02			007
	06:47PM	487 546 2598	01'25"	OK	SM	02			007
	06:49PM	916 241 2314	00'56"	OK	ESM	02			007
	06:51PM	682 833 3260	01'02"	OK	ESM	02			007
	06:53PM	5834768966	01'37"	OK	SM	02			007

RECEPTION

TX: 098576

RX: 023569

T C R (SEP 06 '95 08:09PM)

HOLIDAY MKT/SALES

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
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TRANSMISSION

SEP 06	06:55PM	6818954717	01'23"	OK	SM	02		007
	06:56PM	1 719 634 1248	01'25"	OK	SM	02		007
	07:01PM		01'27"	OK	SM	02		007
	07:04PM	583 688 1085	01'01"	OK	ESM	02		007
	07:05PM	6169623016	01'24"	OK	SM	02		007
	07:07PM	824 973 5546	01'23"	OK	SM	02		007
	07:10PM	201 228 9203	01'24"	OK	SM	02		007
	07:12PM	2577781	01'23"	OK	SM	02		007
	07:14PM	1+614+471+0185	01'03"	OK	ESM	02		007
	07:16PM		01'24"	OK	SM	02		007
	07:18PM	919 294 2595	01'25"	OK	SM	02		007
	07:20PM	1 203 489 7736	00'55"	OK	ESM	02		007
	07:21PM	305 451 3030	01'26"	OK	SM	02		007
	07:24PM	0067453519	01'24"	OK	SM	02		007
	07:26PM	INTERSTATE RV	00'55"	OK	ESM	02		007
	07:27PM	4053234054	01'32"	OK	SM	02		007
	07:31PM	3139773752	01'25"	OK	SM	02		007
	07:33PM		01'25"	OK	SM	02		007
	07:35PM	003 548 4578	01'23"	OK	SM	02		007
	07:37PM	1 712 366 2584	00'55"	OK	ESM	02		007
	07:39PM	4024669453	01'42"	OK	SM	02		007
	07:41PM	7042509934	01'27"	OK	SM	02		007
	07:44PM	208 746 0695	01'29"	OK	SM	02		007
	07:46PM	LOVELAND	00'55"	OK	ESM	02		007
	07:47PM	MOCK'S CAMPER SALES	01'22"	OK	SM	02		007
	07:50PM	2058384451	01'25"	OK	SM	02		007
	07:52PM	7174645751	01'41"	OK	SM	02		007
	07:54PM	015 533 9710	01'01"	OK	ESM	02		007
	07:56PM	1984642585	00'55"	OK	ESM	02		007
	07:57PM	1 501 835 1320	01'26"	OK	SM	02		007
	08:00PM		01'25"	OK	SM	02		007
	08:02PM	5183739317	01'24"	OK	SM	02		007
	08:04PM	904 769 7801	01'01"	OK	ESM	02		007
	08:05PM	NORTHWEST TRLR (NY)	01'25"	OK	SM	02		007
	08:09PM	913 684 8846	01'26"	OK	SM	02		007

RECEPTION

TX: 060746

RX: 022559

E)EOM >>REDUCTION S)STANDARD E)FORWARDING M)MEMORY C)CONFIDENTIAL >)BATCH
D)DETAIL P)PRINT

T C R (SEP 86 '95 09:19PM)

HOLIDAY MKT&SALES

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-BULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
SEP 86	09:18PM		01'31"	OK	SM	02		007
	09:12PM	8146375435	01'01"	OK	ESM	02		007
	09:14PM	6122512975	00'54"	OK	ESM	02		007
	09:16PM		01'25"	OK	SM	02		007
	09:19PM	7075420432	01'24"	OK	SM	02		007
	09:21PM	405 721 4576	01'01"	OK	ESM	02		007
	09:23PM		01'02"	OK	ESM	02		007
	09:25PM	717 494 1488	00'55"	OK	ESM	02		007
	09:27PM		01'25"	OK	SM	02		007
	09:29PM	505 523 5242	00'55"	OK	ESM	02		007
	09:30PM	SLS APACHE	01'25"	OK	SM	02		007
	09:32PM		01'24"	OK	SM	02		007
	09:34PM	6053325422	01'24"	OK	SM	02		007
	09:36PM	4176442363	01'09"	OK	SM	02		007
	09:38PM		01'09"	OK	ESM	02		007
	09:40PM	216 645 3550	00'44"	OK	ESM	02		007
	09:42PM	512 354 1172	01'25"	OK	SM	02		007
	09:44PM	3026744988	01'27"	OK	SM	02		007
	09:46PM	5073320971	01'27"	OK	SM	02		007
	09:48PM	812 288 9424	00'54"	OK	ESM	02		007
	09:50PM	31748874034	01'28"	OK	SM	02		007
	09:52PM	13147310259	01'24"	OK	SM	02		007
	09:54PM	319 381 2871	01'24"	OK	SM	02		007
	09:56PM	THURMAN TRAVELAND	01'24"	OK	SM	02		007
	09:58PM	THREE WAY CAMPER INC	01'01"	OK	ESM	02		007
	09:00PM	13044205216	01'25"	OK	SM	02		007
	09:02PM	5124296240	01'29"	OK	SM	02		007
	09:04PM	616 538 0488	00'54"	OK	ESM	02		007
	09:06PM	WAGER'S	00'46"	OK	ESM	02		007
	09:07PM	1 702 896 9001	00'56"	OK	ESM	02		007
	09:09PM	3032749257	01'03"	OK	ESM	02		007
	09:11PM	907 298 4510	00'58"	OK	ESM	02		007
	09:13PM	816 773 5183	01'25"	OK	SM	02		007
	09:15PM		01'20"	OK	SM	02		007
	09:17PM	1-8198451942	01'23"	OK	SM	02		007

RECEPTION

TX:058816

RX:023589

EXECUTION >REDUCTION STANDARD <FORWARDING MEMORY <CONFIDENTIAL <BATCH
 01/01/96 01/01/96 01/01/96 01/01/96 01/01/96 01/01/96 01/01/96 01/01/96 01/01/96 01/01/96

TRANSMISSION RESULT REPORT (SEP 06 '95 10:24PM)

HOLIDAY MKTBSALES

(AUTO)

THE FOLLOWING FILE(S) ERASED

FILE	FILE TYPE	OPTION
007	MEMORY TX	

TEL NO.	PAGE	RESULT
G1: MARK WERNER	02/02	OK
G1: JAY MAURO	02/02	OK
G1: HANS DOENNIG	02/02	OK
G1: MATT MCMAHON	02/02	OK
G1: GORDON BAKER	02/02	OK
G1: HARRY BRAGG	02/02	OK
G1: GREG HEICHELBECH	02/02	OK
G1: KEITH SINCLAIR	02/02	OK
G1: JEFF HARRISON	02/02	OK
G1: MIKE SULLIVAN	02/02	OK
G2: H W ALBUQUERQUE	02/02	OK
G2: H W ALBURN	02/02	OK
G2: H W ELKHART	02/02	OK
G2: H W EVERETT	02/02	OK
G2: H W HOUSTON NORTH	02/02	OK
G2: H W LEESBURG	02/02	OK
G2: H W MESQUITE	02/02	OK
G2: H W PORTLAND	02/02	OK
G2: H W COLTON	02/02	OK
G2: H W TACOMA	02/02	OK
G2: H W IRVINE	02/02	OK
G2: H W CAMARILLO	02/02	OK
G2: H W LANCASTER	02/02	OK
G3: A-PLUS RV	02/02	OK
G3: AL'S TRAILERS	02/02	OK
G3: AMARKS	02/02	OK
G3: AMERICAN RV	02/02	OK
G3: ANDERSONS IDAHO	02/02	OK
G3: ANDREW REC TEXAS	02/02	OK
G3: APPLETON	02/02	OK
G3: ARDELL BROWN	02/02	OK
G3: BARLOWS	02/02	OK
G3: BECKLEY'S	02/02	OK
G3: BEND REC	02/02	OK
G3: BERGLIND CHEV	02/02	OK
G3: BIG JACK	02/02	OK
G3: BLUE RIDGE	02/02	OK
G3: BRIEN'S	02/02	OK
G3: BROWN'S GUTTENBERG	02/02	OK
G3: BURLINGTON	02/02	OK

ERRORS

1) LOW UP OR LINE DATA 2) BLANK 3) NO ANSWER 4) NO PROSTHETIC CONNECTION



83906 State Road 19
P.O. Box 465
Waharusa, Indiana 46373-0465
219-862-7211

IMPORTANT INFORMATION

Attention: Service Manager

TRAVEL TRAILER STABILITY RECALL

We had originally indicated that repair instructions and materials would be available in mid-October. We are not quite ready. However we are nearing completion of the final notification letters to customers, along with instructions and parts lists for you, and anticipate all will be ready the first of next week. We are sorry for the delay and thank you for your patience.

Holiday Rambler
Consumer Affairs

10/17/95



Per June Ballis on
3/22/95 - copies
were sent to NHTSA
on 3/20/95

65906 State Road 19
P.O. Box 465
Wakarusa, Indiana 46773-0465
219-862-7211

RECEIVED

SEP 22 1995

HOLIDAY RAMBLER CORP.
LEGAL DEPARTMENT

September 20, 1995

Dear Holiday Rambler Dealer:

We recently sent you information on our recall of certain 1994 and 1995 travel trailers to address stability problems. We have now notified retail owners of these vehicles and are enclosing copies of the notification letters for your information. The remedy is different for each of the three models involved in this recall. To avoid owner confusion, we sent owners a letter specific to their model and its correction.

When we establish repair instructions and materials availability, we will be forwarding information to you. We anticipate this will be in mid-October. We also communicated this information to the owners. Please note the caution and towing restrictions outlined in each letter to the owner.

Thank you for your cooperation.

Sincerely,

Paul Barbour
Vice President
Consumer Affairs

PCB:jb

Enc.



65906 State Road 19
P.O. Box 465
Waterman, Indiana 46785-0465
317-862-7211

September 20, 1995

Dear Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Holiday Rambler LLC has decided that a defect which relates to motor vehicle safety exists in all 1995 Holiday Rambler Aluma-Lite and Aluma-Lite Custom JLCFS travel trailers. Our records reflect that you own one of these travel trailers.

The defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, this vehicle was designed with the fresh water tank located at the rear. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity and (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension. This remedy will be provided by Holiday Rambler without charge to you.

It is presently anticipated that the necessary parts, instructions and the repair will become available in mid-October. Holiday Rambler will contact you again by letter when the repair is available. It is estimated that the repair time will take approximately two days.

Until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

1. Keep the fresh water tank empty (while in transit).

September 20, 1995
Page Two

2. Do not load cargo in the rear portion of the travel trailer.
3. Do not exceed a speed of 45 mph.

Again, these are only precautions to be followed until your travel trailer is repaired. Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition can reduce stability, accelerate a sway and could result in a loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at 1-800-685-6545 and you may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. 20590 or call the toll-free Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and satisfaction are important to us.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss



HOLIDAY RAMBLER

This is Living

65904 State Road 19

P.O. Box 465

Wabersa, Indiana 46573-0465

319-862-7211

September 20, 1995

Dear Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Holiday Rambler LLC has decided that a defect which relates to motor vehicle safety exists in all 1995 Holiday Rambler Aluma-Lite Custom 35WCS travel trailers. Our records reflect that you own one of these travel trailers.

The defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. This feature can create adverse handling characteristics which are amplified by the length of the travel trailer to the rear of the suspension. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity and (ii) installation of the Hensley Arrow hitch on your travel trailer. Due to its unique design and function, this hitch provides excellent towing stability, handling control and sway dampening on this travel trailer. This remedy will be provided by Holiday Rambler without charge to you.

It is presently anticipated that the necessary parts, instructions and the repair will become available in mid-October. Holiday Rambler will contact you again by letter when the repair is available. It is estimated that the repair time will take approximately 1.5 hours.

Until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

September 20, 1995
Page Two

1. Do not load cargo in the rear portion of the travel trailer.
2. Do not exceed a speed of 45 mph.

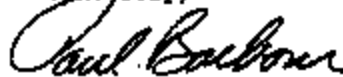
Again, these are only precautions to be followed until your travel trailer is repaired. Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition can reduce stability, accelerate a sway and could result in a loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at 1-800-685-6545 and you may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. 20590 or call the toll-free Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and satisfaction are important to us.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss



43906 State Road 19
P.O. Box 465
Wakarusa, Indiana 46773-0465
219-863-7211

September 20, 1995

Dear Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Holiday Rambler LLC has decided that a defect which relates to motor vehicle safety exists in all 1994 Holiday Rambler Aluma-Lite 35C850 travel trailers. Our records reflect that you own one of these travel trailers.

The defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, this vehicle was designed with the fresh water tank located at the rear. These features can create adverse handling characteristics which are amplified by the length of the travel trailer to the rear of the suspension. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity, (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension and (iii) installation of the Hensley Arrow hitch on your travel trailer. Due to its unique design and function, this hitch provides excellent towing stability, handling control and sway dampening on this travel trailer. This remedy will be provided by Holiday Rambler without charge to you.

It is presently anticipated that the necessary parts, instructions and the repair will become available in mid-October. Holiday Rambler will contact you again by letter when the repair is available. It is estimated that the repair time will take approximately two days.

September 20, 1995
Page Two

Until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

1. Keep the fresh water tank empty (while in transit).
2. Do not load cargo in the rear portion of the travel trailer.
3. Do not exceed a speed of 45 mph.

Again, these are only precautions to be followed until your travel trailer is repaired. Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition can reduce stability, accelerate a sway and could result in a loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at 1-800-685-6545 and you may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. 20590 or call the toll-free Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and satisfaction are important to us.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss



65906 State Road 18
P.O. Box 485
Wakarusa, Indiana 46573-0485
219-862-7211

October 27, 1995

VEHICLE SAFETY DEFECT SERVICE BULLETIN
Campaign 95V-154

Dear Holiday Rambler Dealer:

This letter supplements our letter to you dated September 6, 1995 regarding the above-referenced safety recall campaign.

The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the owner has tendered it for repair. A failure to repair within sixty (60) days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

If the condition is not adequately repaired within a reasonable time, the owner may be entitled to an identical or reasonably equivalent vehicle at no charge, or to a refund of the purchase price less a reasonable allowance for depreciation.

To avoid having to provide these burdensome solutions, every effort must be made to promptly schedule an appointment with each owner and to repair their vehicle as soon as possible. As you will see in reading the enclosed copy of the letter that is being sent to owners, the owners are being instructed to contact Holiday Rambler customer service if their dealer does not remedy the condition within three (3) days of the mutually agreed upon service date. If the condition is not remedied within a reasonable time, they are instructed on how to contact the National Highway Traffic Safety Administration.

Defect Involved

Holiday Rambler has determined that a defect relating to motor vehicle safety exists in all 1995 Aluma-Lite and Aluma-Lite Custom 31CFS, 1994 Aluma-Lite 35C880 and 1995 Aluma-Lite Custom

35WCS models. The affected vehicles were produced between August 24, 1993 and June 20, 1995.

The nature of the defect relates to the stability of the travel trailers. All three travel trailers have a storage compartment at the rear of the unit which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, the 1995 31CPS and the 1994 35CSSO were designed with a fresh water tank located at the rear of the unit. As a result, these travel trailers can exhibit reduced stability while being towed and in many cases do not adequately dampen a sway condition and may cause loss of control of both the tow vehicle and trailer.

The remedy will involve (i) placement of a label on the storage compartment at the rear of all three travel trailer models indicating the maximum storage weight capacity, (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension on the 1995 31CPS and the 1994 35CSSO and (iii) installation of the Hensley Arrow™ hitch on the 1994 35CSSO and 1995 35WCS travel trailers. Due to its unique design and function, the Hensley Arrow™ hitch provides excellent towing stability, handling control and sway dampening on the 1994 35CSSO and 1995 35WCS. Because of the unit length difference, the Hensley Arrow™ hitch is not a required part of the remedy for the 1995 31CPS travel trailer.

We have enclosed repair instructions for relocating the water tank in both the 1995 Aluma-Lite and Aluma-Lite Custom 31CPS and the 1994 Aluma-Lite 35CSSO. Also enclosed is a order form for the Hensley Arrow™ hitch. Please note the hitch will be drop-shipped to you and include the installation instructions and a video on the operation and function of the hitch.

Vehicles Involved

149 - 1994 Holiday Rambler Aluma-Lite 35CSSO travel trailers produced between August 24, 1993 and June 20, 1994. The VIN range for these vehicles is 1KB1C1P272R through 1KB1C1P298R and

456 - 1995 Holiday Rambler Aluma-Lite and Aluma-Lite Custom 31CPS travel trailers produced between June 13, 1994 and June 20, 1995. The VIN range for these vehicles is 1KB181K27S through 1KB181K21SW018045, and

181 - 1995 Holiday Rambler Aluma-Lite Custom 35WCS travel trailers produced between August 9, 1994 and June 20, 1995. The VIN range for these vehicles is 1KB181P29S through 1KB181P27SW017958.

If our records indicate you have any of the affected vehicles in your inventory, you will receive a recall notification form for each vehicle.

Owner Notification

The original retail purchasers are being notified and a copy of the letter of notification is enclosed for your information and review. A recall notification and dealer claim form will be included in the owner notification letter. The retail owner will present this form to you upon arrival for the service appointment. Please review the instructions on the face of the notification form and fill in the claim form when the repair is completed. The labor operation number and time allowance are noted in the service instructions.

In the owner notification letter, we have emphasized the importance of using an appropriate and properly hitched tow vehicle, including the need for an adequate Gross Combined Weight Rating (GCWR). Please assist us in communicating this information to the owners.

Parts Availability

Materials to relocate the water tanks in the 1993 31CFS and 1994 35CSSO are available for ordering. Please refer to parts order procedure at the end of the repair instructions for both models.

Hensley Arrow™ Hitch

The hitch is now available on a limited basis. We anticipate being able to provide the hitch for 75% of the recalled vehicles over the next two months and the remaining vehicles by the end of January 1996. In view of the winter months just ahead, some of the affected vehicles may already be winterized for storage. Please advise owners that at their option the remedy can be performed in the spring when their vehicle is removed from storage. Prioritize those who call for appointments by the planned use of the trailer. If an owner wants to go south for the winter or has planned a vacation, try to accommodate those requests first.

Dealer Campaign Responsibility

All unsold new vehicles in dealer's possession and subject to this campaign must be held and inspected/repaired per the service procedure of this campaign bulletin before owners take possession of these vehicles.

Dealers are to service all vehicles subject to this campaign at no charge to owners, regardless of mileage, age of vehicle, or ownership, from this time forward.

Owners of vehicles recently sold from your new vehicle inventory for which the dealer receives the owner recall notification are to be contacted by the dealer, and arrangements made to make the required correction according to the instructions enclosed with this bulletin. This could be done by mailing to such owners a copy of the applicable owner letter accompanying this bulletin.

In summary, whenever a vehicle subject to this campaign enters your vehicle inventory, or is in your dealership for service in the future, please take the steps necessary to be sure the campaign correction has been made before selling or releasing the vehicle.

To assist and supplement the dealer service network, Holiday Rambler is sending four two-person recall repair teams on the road to different regions of the country. As you will note from the information in this letter, there are three different remedies. The remedy which requires the Hensley Arrow™ hitch to be installed is a common practice or procedure for all dealers and, therefore, we will dedicate the effort of the road teams to moving the water tanks in affected vehicles.

The four teams will leave from Indiana and make a loop out to the Northwest, Southwest, middle-Southern states and the Northeast down to the Southeast. As the teams move out into these areas, a customer service representative will contact you within approximately two weeks of their arrival. Your assistance will then be requested to contact owners to schedule appointments at your dealership. We anticipate the road crews will be out for a period of approximately four months.

The road crews are intended only to supplement dealer service. Therefore, you should proceed with scheduling and providing the remedy for those owners who request an appointment prior to the arrival of the repair team.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss

Enclosure

SAFETY RECALL CAMPAIGN 95V-154

REPAIR INSTRUCTIONS FOR 1995 31CFS

Please read through complete list before starting.

I. Removal of old tank and water tank including attachments.

Notes: When counting crossmembers start with the front solid crossmember and refer to overlay drawing.

- A. Remove underbelly screws from the 11th crossmember of trailer forward and carefully roll aluminum underbelly from rear forward to 10th crossmember. (See frame overlay.)
- B. Remove water tank including support iron and plywood by removing screws that are through angle into crossmember. Save angle and plywood for reinstallation.
Note: You will need to disconnect hoses from pump and sidewall, disconnect monitor panel wires at harness AMP connector from tank before removing from underbelly.

II. Preparation of new tank location.

Note: When counting crossmembers start with the front solid crossmember and refer to overlay drawing.

- A. Cut underbelly 2" behind crossmember #5 and 2" forward of crossmember #7.
Remove screws along frame in this area to remove underbelly. Then remove underbelly screws along crossmembers #5 and #7. This will improve access to the area for the new tank.
- B. Remove #6 crossmember.
 - 1. Cut crossmember side to side within 1.5" of main floor. (See drawing II-B-1.)
 - 2. Unhook heat run at splice in floor.
- C. Cut and move in offset 1.5" black drain line.
Note: This can be done by cutting and rotating piece end-for-end. (See drawing II-C.)
- D. Locate 15' monitor panel jumper harness. Connect correct AMP end to harness at original tank location.
- E. Remove bottom shelf from entertainment cabinet.
- F. Drill hole for tank drain (1") and a/gravity fill (3") in main floor. (Drawing II-F)
Caution: Be sure that all wires are removed from area above and below floor before drilling.
- G. Route pump hose and monitor panel harness wires through underbelly together from original tank location to new tank location.
Caution: Use care in routing both lines to prevent kinking or chafing.
 - 1. Install tank spacer. (Drawing II-G)
- H. Assemble new tank drain. (Drawing II-H)

III. Installation of tank.

- A. Install tank in new location with drain attached. (Reference II-H)
- B. Install vent, gravity fill and drain extension to tank, routing lines and drain extension through floor. (Reference II-G)
Note: Assistance will be required to hold and position tank.
 - 1. Support with 3/4" plywood and 43" angle as shown in Drawing II-G.

C. Reattach heat rim to floor coupler.

IV. Sidewall and storage area.

- A. The gravity fill hose is now in the entertainment cabinet and needs to be routed to the sidewall.
 1. Cut hole in sidewall as shown in Drawing IV-A-1
 2. Hook up vent and gravity fill hose to dish and secure to sidewall.
- B. Remove old gravity/city fill only dish from off-door side.
 1. Install new city fill dish.
 2. Switch new door with old to keep striping color matched with sidewall.
- C. Caulk around new dishes on sidewall.
- D. Remove and discard gravity fill protective box from rear storage area.
- E. Plug hole in storage under bed by reshaping 3" x 5" to a 5" diameter hole and using pre-made plug provided in kit.

V. Finishing of cabinet.

- A. Before closing underbelly, test all systems including monitor panel for leaks and proper operation.
- B. Before reinstalling cabinet shelf, make a notch 3.75" x 4.75" for gravity fill line and 4.75" hole for fresh tank drain valve access. (Drawing V-B-1.)
- C. Reinstall shelf.
- D. Make sure lines are not kinked or crushed by shelf.
- E. Insert gravity fill hose cover shown in Drawing V-E.
- F. Insert drain cover and place fresh water drain decal on shelf. (Drawing V-B-1)

VI. Close-up underbelly.

- A. Close rear by folding aluminum underbelly back and fasten using 5/16 self-taper and 1/4" washer every 12"-16" along crossmembers and frame. For the best appearance, use 4' x 4' piece of plywood or similar material to support underbelly when fastening to frame and crossmembers.
- B. Fold aluminum/Darco underbelly back and hold in place with a small piece of tape.
- C. Install Aluminum/Darco 46" long to close new tank area.
- D. In case of Darco, apply by wrapping around 1" x 65" x .125" strap and screw to crossmember. (This is to prevent ripping of material at screws.)
- E. Place "150 lb. max. this compartment" sticker to inside of rear storage door.

Submit recall claim form to Consumer Affairs using Job Operation # 18420159 labor allowance 13 hours.

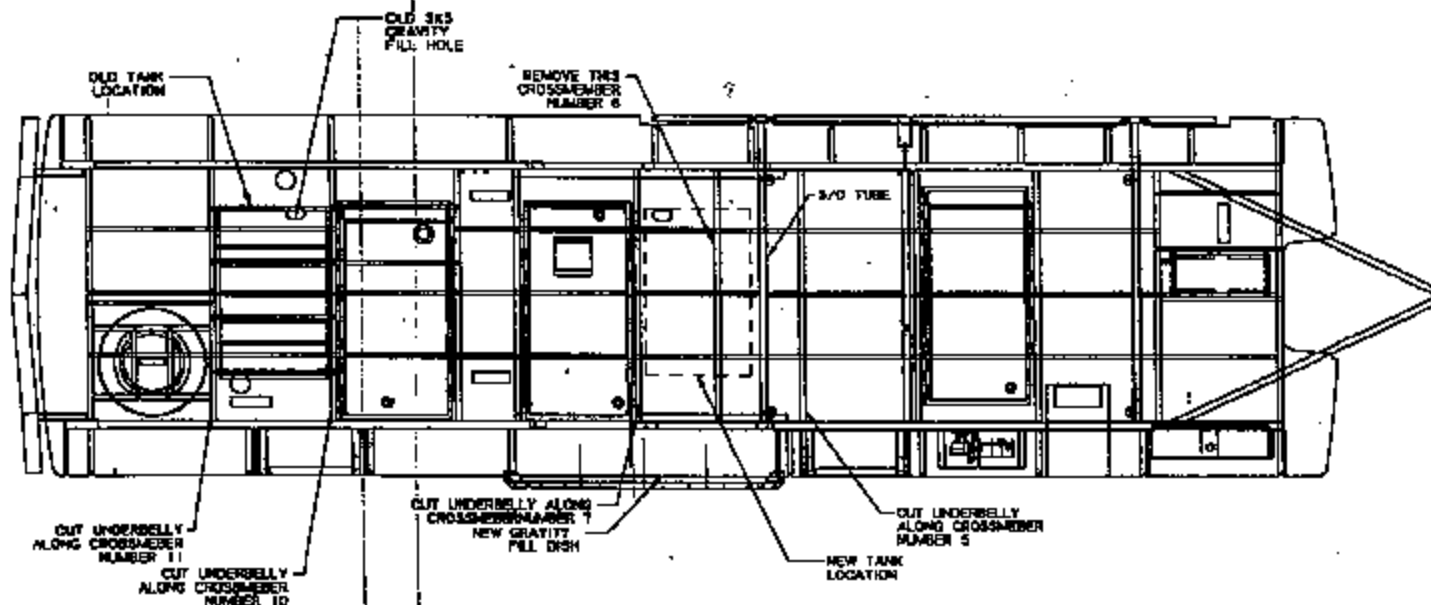
Please note color of wood interior, type of underbelly, and whether or not your unit has a KIB (white) monitoring panel when ordering recall kits.

To obtain the recall parts kit order TEMP95V154-31

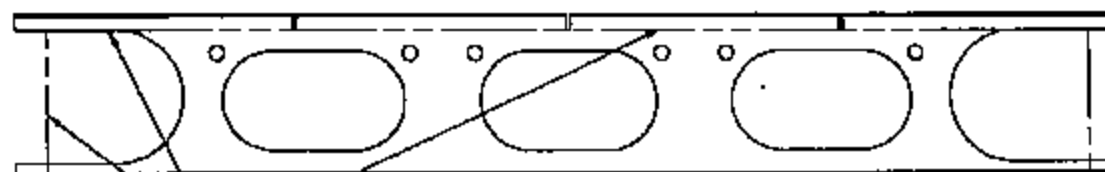
PARTS LIST 31CES

Quantity	Description	Part Number/ Drawing Number
1	water line shut-off w/extension	19330356 + 19802012
1	water line plug	19330417
2	water line copper elbows	19330503
1	water line copper tee	19302304
1	water line threaded elbow	19800863
6	water line clamp rings	19330397
46"	underbilly	06400200
120"	18 gauge white & blue wire harness	16612197 + 16612190
1	city fill dish with blank gravity fill	10600410
1	gravity fill dish	10300511
6	spacers 1.875" thickness	02000800
1	fresh water tank	18620487
2	1.5" ABS coupler	19300600
4	steel angle 1 x .625 44.5 notched	22900303
2	steel angle 1 x 1	22900076
2	tubes of black silicone	12400320
30	.75 self-tapping screws	11303683
1	dish, 5" plug	20601324
1	low point dish and cover	20510014
6	wire ties	16605701
30"	water line	19201205
2	paneling 4 x 10.75	02900287
1	paneling 5 x 10.75	02900287
4	wrapped cleats .75 x .75 x 10"	02900319
1	"150 lb. max. this compartment" decals	03005062
1	gate valve	19802012
15'	White hose	19201500
10sf	5/8" plywood 4-8"x42"	02100999

OVERVIEW OF COMPLETE 1995 31CFS



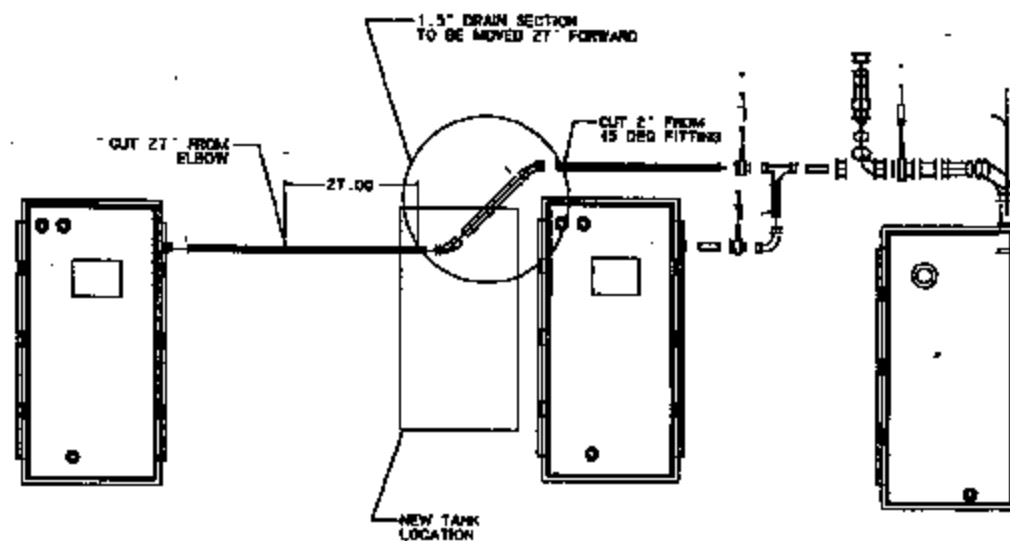
DRAWING II-B-1



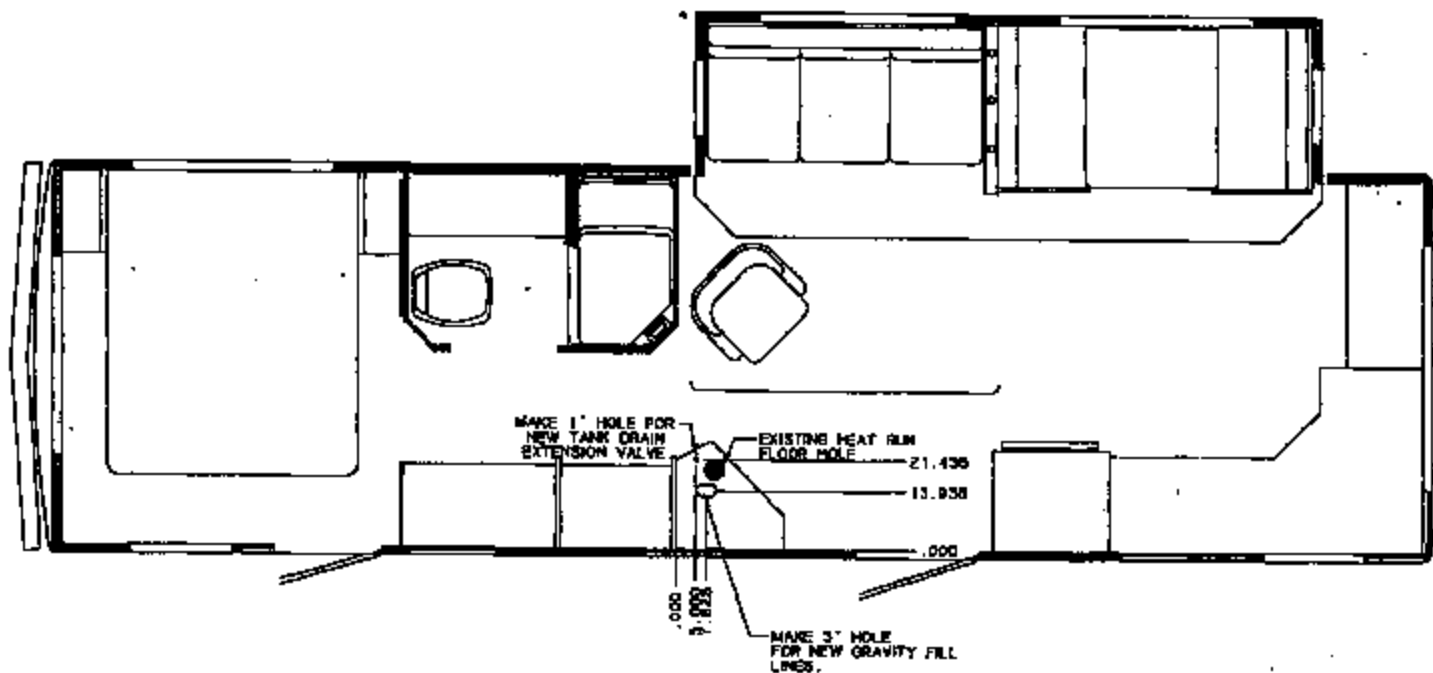
CUT ALONG LINE OR WITHIN 1.5" OF WOOD FLOORING
AND REMOVE A MAJORITY OF THE CROSSMEMBER

DRW. 11-C

OVERVIEW OF HOLDING TANKS
AND DRAINAGE TO DUMP



- AFTER CUTTING ROTATE 180 DEG. (END FOR END) AND FASTEN USING 1.5" COUPLERS. THIS WILL MOVE SECTION OUT OF NEW TANK LOCATION AREA.

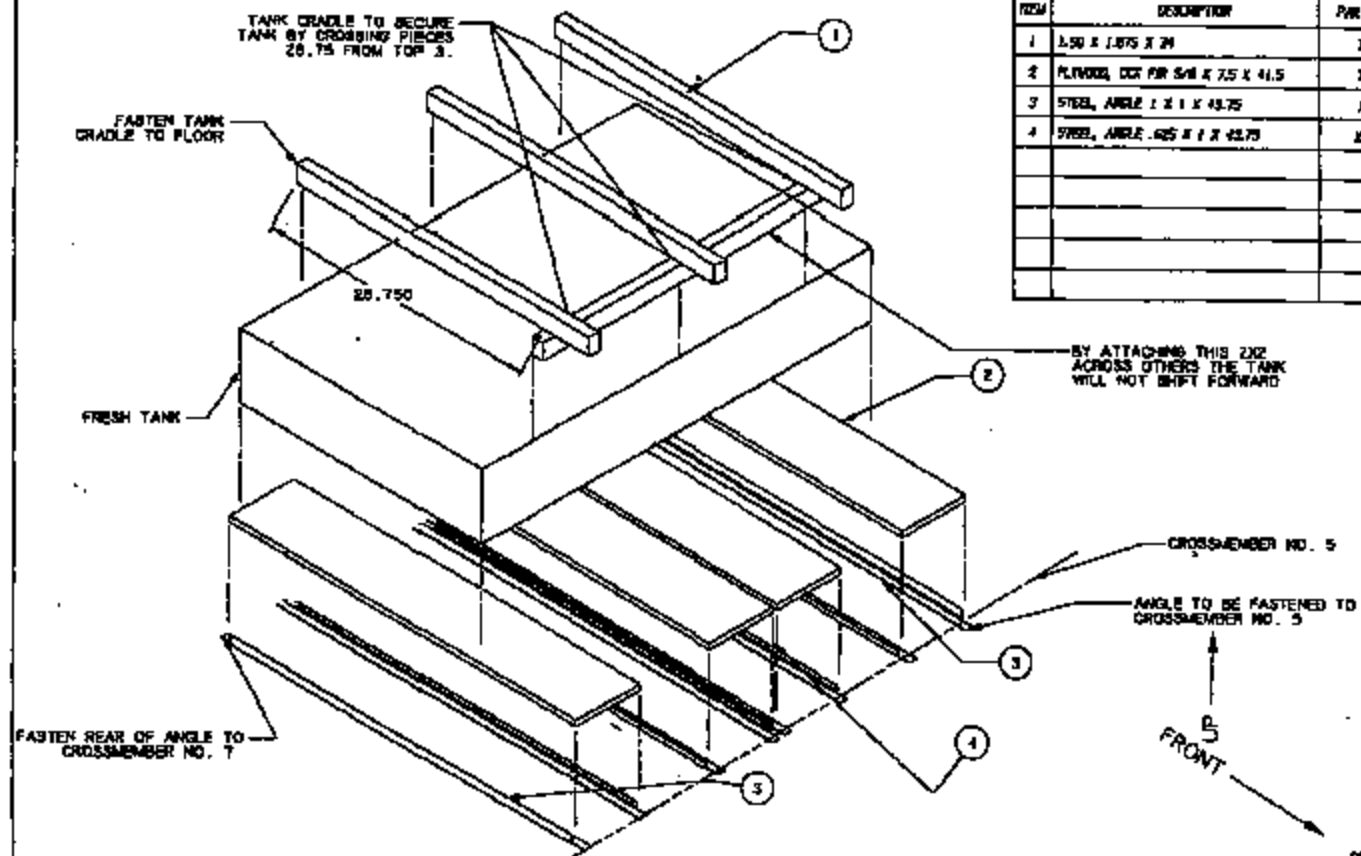


DRAWING II-F

DRW. 11-G

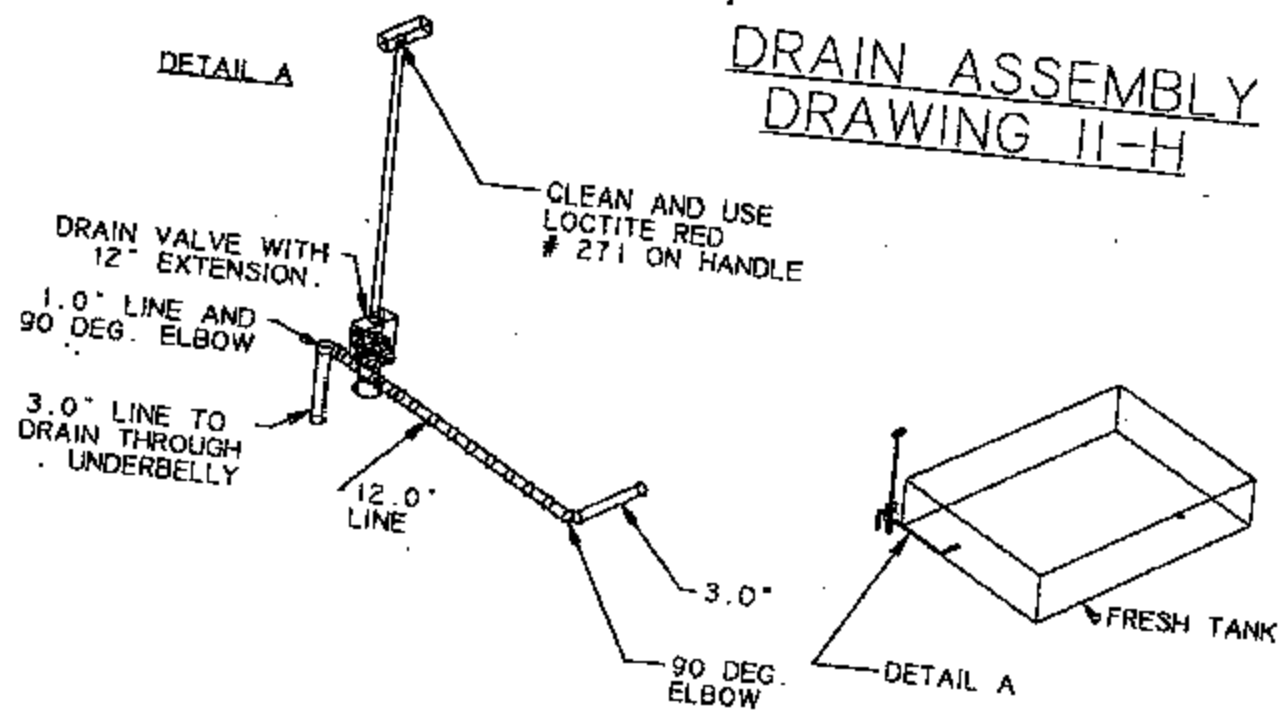
BILL OF MATERIAL

ITEM	DESCRIPTION	PART NO.	QTY
1	1.50 X 1.875 X 24	300	4
2	PLYWOOD, DCR FOR SW X 7.5 X 41.5	200	4
3	STEEL, ANGLE 1 X 1 X 43.75	100	2
4	STEEL, ANGLE 1.625 X 1 X 43.75	1000	4

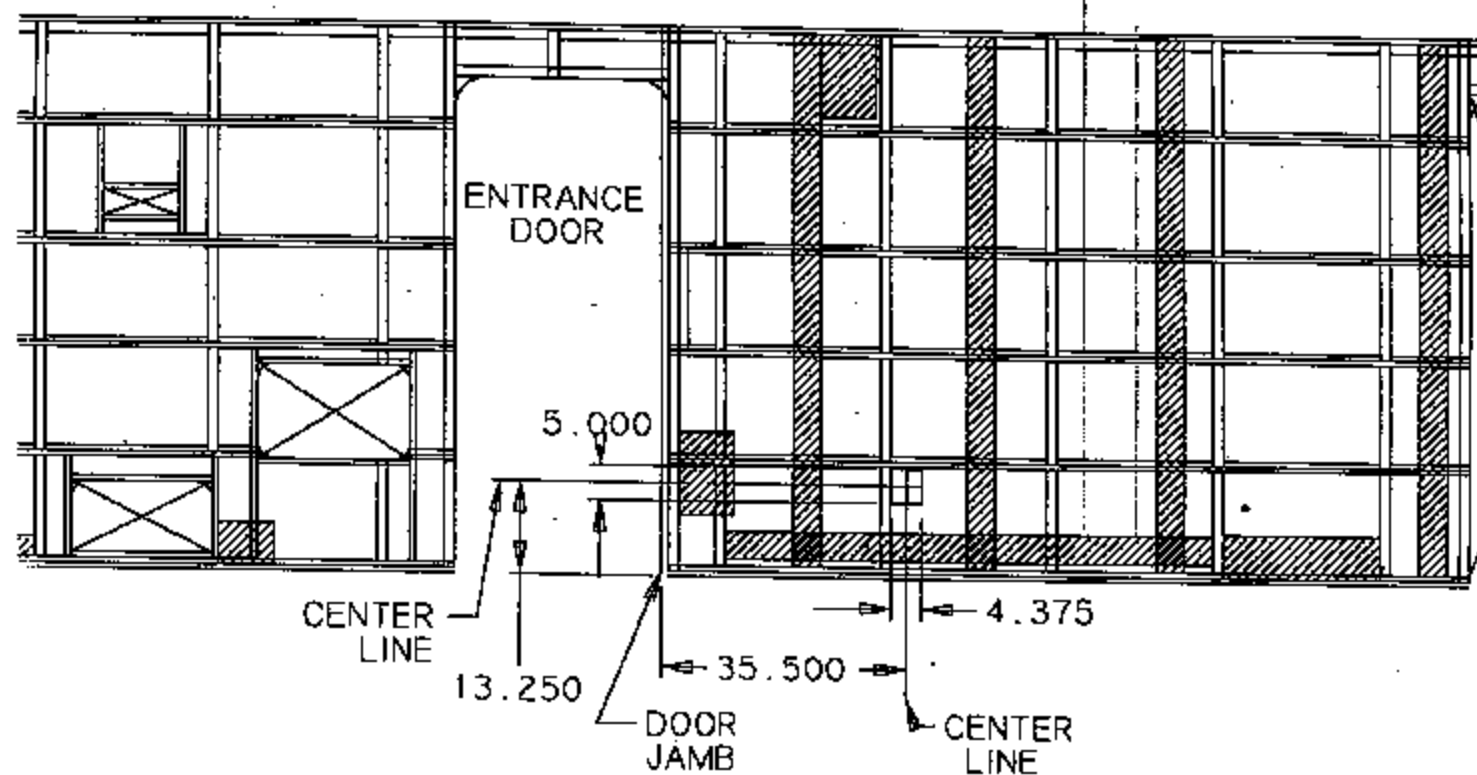


1. NAME OF THE VESSEL 2. TYPE OF VESSEL 3. HOME PORT 4. DATE OF DEPARTURE 5. DATE OF RETURN 6. NAME OF THE CAPTAIN 7. NAME OF THE MASTER 8. NAME OF THE FIRST OFFICER 9. NAME OF THE SECOND OFFICER 10. NAME OF THE THIRD OFFICER 11. NAME OF THE FOURTH OFFICER 12. NAME OF THE FIFTH OFFICER 13. NAME OF THE SIXTH OFFICER 14. NAME OF THE SEVENTH OFFICER 15. NAME OF THE EIGHTH OFFICER 16. NAME OF THE NINTH OFFICER 17. NAME OF THE TENTH OFFICER 18. NAME OF THE ELEVENTH OFFICER 19. NAME OF THE TWELFTH OFFICER 20. NAME OF THE THIRTEENTH OFFICER 21. NAME OF THE FOURTEENTH OFFICER 22. NAME OF THE FIFTEENTH OFFICER 23. NAME OF THE SIXTEENTH OFFICER 24. NAME OF THE SEVENTEENTH OFFICER 25. NAME OF THE EIGHTEENTH OFFICER 26. NAME OF THE NINETEENTH OFFICER 27. NAME OF THE TWENTIETH OFFICER 28. NAME OF THE TWENTY-FIRST OFFICER 29. NAME OF THE TWENTY-SECOND OFFICER 30. NAME OF THE TWENTY-THIRD OFFICER 31. NAME OF THE TWENTY-FOURTH OFFICER 32. NAME OF THE TWENTY-FIFTH OFFICER 33. 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DRAIN ASSEMBLY DRAWING II-H



DRAWING IV-A-1

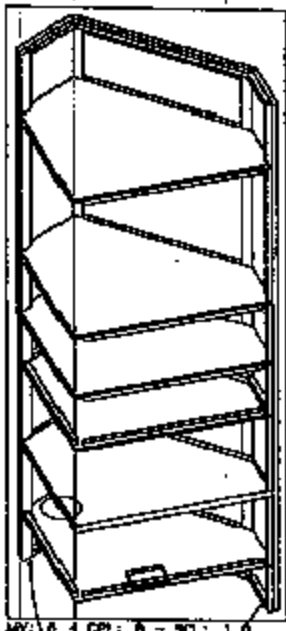


NOTE: DRAW A 4.375" WIDE X 5" HIGH RECTANGLE AS SHOWN
AND START CUTTING FROM CENTER

W-2-1

NOTES:

1. HILLC NO. 318150 ARE AUTUMN HAZE. SEE BILL OF MATERIALS FOR OTHER COLORS.



MY: 6 CPL: 6 - SCL: 1 0
20 19

BILL OF MATERIAL

ITEM	DESCRIPTION	PART NO.	QTY.
1	FRONT	79-85-4371	1
2	STYLE, .750 x 1.750 x 22.525	02580328	1
3	STYLE, .750 x 1.750 x 18.375	02580328	1
4	STYLE, .750 x 1.750 x 11.325	02580329	1
5	STYLE, .750 x 1.750 x 8.999	02580329	1
6	STYLE, .750 x 1.750 x 6.625	02580328	1
7	STYLE, .750 x .750 x 26.525	02580318	1
8	STYLE, .750 x .750 x 18.375	02580319	1
9	STYLE, .750 x .750 x 11.375	02580319	1
10	STYLE, .750 x .750 x 8.999	02580319	1
11	STYLE, .750 x .750 x 6.625	02580319	1
12	CLEAR, .750 x .750 x 23.500	02580458	18
13	CLEAR, .750 x .750 x 18.125	02580458	4
14	CLEAR, .750 x .750 x 8.999	02580458	7
15	CLEAR, .750 x .750 x 6.999	02580458	7
16	REF. BOARD, .375 x 25.750 x 24.813	02187764	3
17	PANEL, .1875 x 26.88375 x 26.880	02580457	3
18	PLASTIC F-100, 151.25	02580454	1
19	CLEAR, .750 x .750 x 6.813	02580458	1
20	CLEAR, .750 x 1.375 x 8.813	02580458	1
21	STYLE, .750 x .750 x 23.500	02580319	1
22	STYLE, .750 x .750 x 18.125	02580319	1
23	STYLE, .750 x .750 x 8.999	02580319	1
24	STYLE, .750 x .750 x 6.999	02580319	1

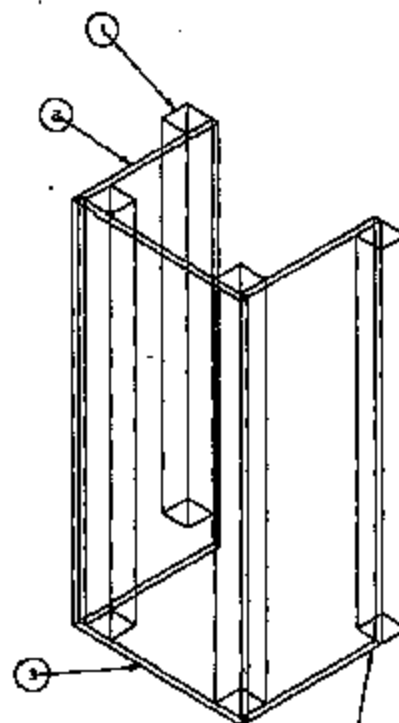
USAGE:
31CPS

DATE: 10/1/79		BY: A		CHECKED: J. R. J.		DATE: 10/1/79	
TITLE: CABINET, ENTERTAINMENT USE (40071)		SHEET: 1		OF: 1		DATE: 10/1/79	
HOLIDAY RAMBLER CORP. WAKARUSA, INDIANA		DO NOT SCALE DRAWING		SCALE: 1/4" = 1'-0"		DATE: 10/1/79	
DESIGNED BY: C. HADDT		DRAWN BY: J. R. J.		CHECKED BY: J. R. J.		DATE: 10/1/79	
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V-E-A

BILL OF MATERIAL

ITEM	DESCRIPTION	PART NO.	QTY.
1	VINYL COVERED CLEAT .75 X .25 X 10		4
2	PANEL, VINYL .188 X 4 X 10.75		2
3	PANEL, VINYL .188 X 5 X 10.75		1

MAY NEED TO
NOTCH 3/4 X 3/4

THE HOLIDAY RAMBLER L.L.C. CLAIMS NO INFRINGEMENT OF ANY PATENT OR COPYRIGHT IN THE DESIGN OR CONSTRUCTION OF THIS PRODUCT. THE DESIGN OR CONSTRUCTION OF THIS PRODUCT MAY BE USED TO REPRODUCE OR REPRODUCE THE DESIGN OR CONSTRUCTION OF THIS PRODUCT IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF HOLIDAY RAMBLER L.L.C.				HOLIDAY RAMBLER L.L.C. WAKARUSA, INDIANA DO NOT SCALE DRAWING		SHEET 1 OF 1 V-E
DESIGN BY: E. AUST DATE: 11/1/88 DRAWN BY: J. B. BROWN DATE: 11/1/88				CHECKED BY: J. B. BROWN DATE: 11/1/88 APPROVED BY: J. B. BROWN DATE: 11/1/88		TITLE: BRADLEY FALL CORNER SCALE: N/A

RECALL INFORMATION
SENT TO PARTIES OTHER
THAN DEALERS

AUG 16 1995

**INITIAL ACKNOWLEDGEMENT FAX SHEET OF RECEIPT OF
DEFECT INFORMATION REPORT SUBMITTED UNDER 49 CFR PART 573**

Assigned Recall No. 95Y-154 by the
National Highway Traffic Safety Administration

Part 573 Report Date: August 16, 1995

MANUFACTURER: Holiday Rambler

MANUFACTURER CONTACT: Mr. Paul C. Barbour
Vice President, Consumer Affairs

FAX: (219) 862-4235

SUBJECT: 783 Holiday Rambler 1995 Alumina-Lite and Alumina-Lite Custom 31C78 travel trailers produced from June 13, 1994, through June 20, 1995; 1994 Alumina-Lite 35C550 travel trailers manufactured from August 24, 1993, through June 20, 1994; and 1995 Alumina-Lite Custom 35WC8 travel trailers manufactured from August 9, 1994, through June 20, 1995. These travel trailers exhibit reduced stability while being towed due to an overloading problem.

This is an initial acknowledgement for this recall. A formal acknowledgement letter will be forthcoming shortly. After our review of your report and associated documents, we may have additional comments or concerns.

We require a proposed schedule or agenda for the implementation of this recall. The schedule should address the dates on which notification to distributors, dealers, and purchasers will be issued, when a press release will be issued, and when parts necessary for the recall will be available. It is otherwise assumed that this recall shall begin nationally, and uniformly, within 30 calendar days.

Notes: A draft copy of the notification documents must be submitted to this office by facsimile (202-366-7882) for review prior to mailing.

This recall campaign was the subject of a Preliminary Evaluation, PR95-045, conducted by the Office of Defect Investigation.

If you have any questions, please call:

Patricia Patricia Wallace, Recall Analyst or Jonathan White, Chief
on (202) 366-5227 or by FAX (202) 366-7882
Technical Analysis Branch



65906 State Road 19
P.O. Box 163
Waharusa, Indiana 46373-0163
219-861-7211

August 16, 1995

SENT VIA FACSIMILE
ORIGINAL SENT BY FIRST CLASS MAIL

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Savannah Street SW
Washington, DC 20590

Dear Sir or Madam:

Pursuant to 49 CFR Part 573, Holiday Rambler LLC (hereinafter "HR" or "the Company") is submitting this report to NHTSA concerning a recall campaign which is being voluntarily initiated. Specific information is as follows:

\$73.5(c)(2)

Affected vehicles are:

(i) 1995 Holiday Rambler Aluma-Lite and Aluma-Lite Custom 31CFS travel trailers produced between June 13, 1994 and June 20, 1995. The VIN range for these vehicles is 1KB181K27S through 1KB181K21SW.

(ii) 1994 Holiday Rambler Aluma-Lite 35C550 travel trailers produced between August 24, 1993 and June 20, 1994. The VIN range for these vehicles is 1KB1C1P27RW007780 through 1KB1C1P29RW011992; and

(iii) 1995 Holiday Rambler Aluma-Lite Custom 35WCS travel trailers produced between August 9, 1994 and June 20, 1995. The VIN range for these vehicles is 1KB181P29SW through 1KB181P27S.

The recall population includes the entire model year production for each particular model/floor plan; i.e., 1995 31CFS, 1994 35C550 and 1995 35WCS.

NHTSA
August 16, 1995
Page Two

573.5(c)(3)

781 travel trailers, broken down as follows:

<u>Model/Floor Plan</u>	<u>No. Units</u>
1995 Aluma-Lite and Aluma-Lite Custom 31CFS	453
1994 Aluma-Lite 35CSSO	149
1995 Aluma-Lite Custom 35WCS	181

573.5(c)(4)

Unknown.

573.5(c)(5)

The defect relates to the stability of the travel trailers. All three travel trailers have a storage compartment at the rear of the unit which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, the 1995 31CFS and the 1994 35CSSO were designed with a fresh water tank located at the rear of the unit. As a result, these travel trailers can exhibit reduced stability while being towed. While handling performance varies greatly because of variables such as tow vehicle, hitch, hitch accessories (e.g., sway controls) and owner cargo loading practices, the recalled travel trailers in many cases do not adequately dampen a sway condition.

573.5(c)(6)

The Company is aware of thirty-nine (39) stability or towability complaints received between December 1994 and August 1995. Twelve (12) of these situations have involved reports of a complete loss of control of the travel trailer. In June, 1995, the Company initiated an engineering investigation of these three travel trailer models. The investigation involved examining units in the field for which complaints have been received, reviewing design criteria and performing controlled handling tests of the travel trailers.

The engineering investigation was a lengthy one due to the large number of variables involved in travel trailer stability analysis. The result of the engineering investigation is a decision that the stability of these travel trailers is adversely affected by (i) the potential for the owner to place excessive weight in the unlabeled storage compartment at the rear of these three travel trailer models and (ii) the location of the fresh water tank at the rear of the unit on the 1995 31CFS and 1994 35CSSO. In addition, with respect to the 1994 35CSSO and 1995 35WCS, the effect of (i) and

NHTSA
August 16, 1995
Page Three

(ii) is amplified by the length of the travel trailer to the rear of the suspension.

A decision that a safety-related defect exists and the initiation of a recall campaign were recommended to HR management on August 7, 1995 and approved on August 8, 1995.

573.5(c)(8)

The remedy will involve (i) placement of a label on the storage compartment at the rear of all three travel trailer models indicating the maximum storage weight capacity, (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension on the 1995 31CFS and 1994 35CSSO and (iii) installation of the Hensley Arrow hitch on the 1994 35CSSO and 1995 35WCS travel trailers. The hitch will be permanently attached to and become an integral part of the travel trailer. A label indicating the permanent nature of the hitch will be placed on the travel trailer. Due to its unique design and function, the Hensley Arrow hitch provides excellent towing stability, handling control and sway dampening on the 1994 35CSSO and 1995 35WCS. Because of the unit length difference, the Hensley Arrow hitch is not a required part of the remedy for the 1995 31CFS travel trailer.

Owner and dealer notification are scheduled to begin as soon as possible. The notification letters will be provided to you for pre-approval.

The Company is currently formulating its plans for implementation of the recall campaign and is in the process of sourcing parts. There will be an initial limited availability of the Hensley Arrow hitch. Presently, the Company anticipates that 75 hitches per month will be available beginning in October of 1995.

Please acknowledge your receipt of this report and provide the recall number that will be assigned to this campaign. Thank you.

Sincerely,

Paul Barbour

Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss



HOLIDAY RAMBLER
Division of Monaco Coach Corporation

1028 East Waterford Street
P.O. Box 165
Wakarusa, Indiana 46573-0165
219-852-7211

August 28, 1996

RECEIVED

AUG 28 1996

HOLIDAY RAMBLER U.C.
LEGAL DEPARTMENT

Technical Analysis Branch
Attn: Jonathan White
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street SW
Washington DC 20590

Dear Mr. White:

On August 27, 1996 Holiday Rambler sent out a second notification letter for recall campaign 95V-154. I have enclosed a copy for your review.

Sincerely:

Beth A. Motz
Office Administrator
Holiday Rambler Service

cc: NHTSA file



HOLIDAY RAMBLER®
Division of Monaco Coach Corporation

Richard
1038 East Waterford Street
P.O. Box 463
Wakarusa, Indiana 46573-0463
219-862-7211

August 27, 1996

Dear Owner:

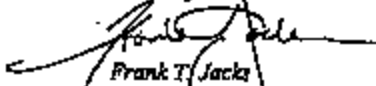
This notice is a follow up to our initial notification letter to you concerning the trailer stability recall campaign being conducted in accordance with the requirements of the National Highway Traffic Safety Administration.

As stated in our original notification Holiday Rambler initiated a voluntary recall campaign involving 1994 35' trailers and 1995 31' and 35' trailers. Also enclosed is a claim form which will serve as your authorization to have the recall performed at no expense to you. If you no longer own the vehicle or are unable to have the recall service performed, please fill out the appropriate information and return the pre-paid postage postcard to us promptly.

If you believe that Holiday Rambler has failed to remedy this defect or that there has been an unreasonable delay in securing the modification to your unit, or have been unable to receive the remedy without charge, please contact the Holiday Rambler Service Center at the address shown on this letter. If you wish to call Holiday Rambler, you can use a special toll-free number installed specifically for this recall campaign: (800) 685-6545. You may also send a complaint to the Administrator, National Highway Traffic and Safety Administration, 400 Seventh St. SW, Washington DC 20590 or call the toll-free Auto Safety Hotline at (800) 424-9393 (Washington DC residents may call 336-0123).

We sincerely regret any inconvenience this recall may cause you. However, your satisfaction with and safe operation of our product is important to us.

Sincerely,


Frank T. Jack
Director
Service and Parts

FJ:bm



63906 State Road 19
P.O. Box 463
Wakarusa, Indiana 46573-0463
219-862-7211

FOR IMMEDIATE RELEASE
Thursday, September 7, 1995

Contact: Richard Bond/Larry Lamb
Holiday Rambler
Telephone: 219-862-7575
219-862-7813

**Holiday Rambler Voluntarily
Recalls Three Trailer Models**

WAKARUSA, INDIANA - - Holiday Rambler LLC, manufacturer of motorhomes and towable trailers, has announced a voluntary safety recall to address the handling of three travel trailer models.

The Company said owners of 783 trailers will be notified that their units will be repaired at no cost to them.

The travel trailer models affected are the 1994 Aluma-Lite 35C880, the 1995 Aluma-Lite Custom 35WCS and the 1995 Aluma-Lite and Aluma-Lite Custom 11CFS. The Company knows of 13 reports of a loss of control. Only two minor injuries have been reported to the Company.

Recall add one

The problem is the result of a rear storage compartment which may be overloaded in all three models and a fresh water tank located at the rear of the unit in the 35C880 and 31CFS models. To correct the problem, Holiday Rambler will move the water tank in the C880 and CFS models to an area above the suspension and attach a label indicating the weight capacity of the storage compartment. Also, Holiday Rambler will permanently install a Hensley Arrow hitch on each 35C880 and 35WCS trailer. Due to its unique design and function, the Hensley hitch provides excellent towing stability on these units. Because of the length difference, the hitch is not required for the 31CFS model.

The recalled units will be repaired at no cost to owners who will be notified by mail in the near future. Dealers were notified on September 6. Repairs are expected to begin in October.

The recall is being conducted in cooperation with the National Highway Traffic Safety Administration (NHTSA).

111



HOLIDAY RAMBLER

63908 State Road 19
P.O. Box 463
Waberssa, Indiana 46373-0463
219-862-7211

September 8, 1995

SENT VIA FACSIMILE
202-366-7882

Mrs. Pat Wallace
Recall Analyst
Office of Defects Investigation
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
400 Seventh Street S.W.
Washington, D.C. 20590

Re: 95Y-154
PR95-043

Dear Mrs. Wallace:

In connection with the above-referenced safety recall campaign, enclosed are copies of the following:

1. Preliminary notification letter sent to Holiday Rambler dealers on September 6, 1995.
2. General press release issued September 6, 1995.
3. Press release issued September 7, 1995 to industry media.
4. Drafts of three versions of a Part 577 owner notification letter.

The owner notification letter drafts are being submitted to NHTSA for pre-approval. We would appreciate receiving a response as soon as possible.

Thank you.

Sincerely,

Paul C. Barbour
Vice President
Consumer Affairs

P R A F T - OWNER LETTER VERSION 1 OF 3: 31CPS

September __, 1995

Dear Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Holiday Rambler LLC has decided that a defect which relates to motor vehicle safety exists in all 1995 Holiday Rambler Aluma-Lite and Aluma-Lite Custom 31CPS travel trailers. Our records reflect that you own one of these travel trailers.

The defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, this vehicle was designed with the fresh water tank located at the rear. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity and (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension. This remedy will be provided by Holiday Rambler without charge to you.

It is presently anticipated that the necessary parts, instructions and the repair will become available in mid-October. Holiday Rambler will contact you again by letter when the repair is available. It is estimated that the repair time will take approximately two days.

Until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

1. Keep the fresh water tank empty (while in transit).
2. Do not load cargo in the rear portion of the travel trailer.
3. Do not exceed a speed of 45 mph.

Again, these are only precautions to be followed until your travel trailer is repaired. Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition can reduce stability, accelerate a sway and could result in a loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at

1-800-625-6545 and you may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. 20590 or call the toll-free Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and satisfaction are important to us.

Sincerely,

Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss

R R A P T - OWNER LETTER VERSION 2 OF 3: 35WCS

September ____, 1995

Dear Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Holiday Rambler LLC has decided that a defect which relates to motor vehicle safety exists in all 1995 Holiday Rambler,Aluma-Lite Custom 35WCS travel trailers. Our records reflect that you own one of these travel trailers.

The defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. This feature can create adverse handling characteristics which are amplified by the length of the travel trailer to the rear of the suspension. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity and (ii) installation of the Hensley Arrow hitch on your travel trailer. Due to its unique design and function, this hitch provides

excellent towing stability, handling control and sway dampening on this travel trailer. This remedy will be provided by Holiday Rambler without charge to you.

It is presently anticipated that the necessary parts, instructions and the repair will become available in mid-October. Holiday Rambler will contact you again by letter when the repair is available. It is estimated that the repair time will take approximately 1.5 hours.

Until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

1. Do not load cargo in the rear portion of the travel trailer.
2. Do not exceed a speed of 45 mph.

Again, these are only precautions to be followed until your travel trailer is repaired. Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition can reduce stability, accelerate a sway and could result in a loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at 1-800-685-6545 and you may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. 20590 or call the toll-free Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and satisfaction are important to us.

Sincerely,

Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss

D R A F T - OWNER LETTER VERSION 3 OF 3: 35CS80

September ____, 1995

Dear Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Holiday Rambler LLC has decided that a defect which relates to motor vehicle safety exists in all 1994 Holiday Rambler Aluma-Lite 35CS80 travel trailers. Our records reflect that you own one of these travel trailers.

The defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, this vehicle was designed with the fresh water tank located at the rear. These features can create adverse handling characteristics which are amplified by the length of the travel trailer to the rear of the suspension. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity, (ii) relocation of the fresh water tank from the rear of the travel trailer to an area

above the suspension and (iii) installation of the Hensley Arrow hitch on your travel trailer. Due to its unique design and function, this hitch provides excellent towing stability, handling control and sway dampening on this travel trailer. This remedy will be provided by Holiday Rambler without charge to you.

It is presently anticipated that the necessary parts, instructions and the repair will become available in mid-October. Holiday Rambler will contact you again by letter when the repair is available. It is estimated that the repair time will take approximately two days.

Until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

1. Keep the fresh water tank empty (while in transit).
2. Do not load cargo in the rear portion of the travel trailer.
3. Do not exceed a speed of 45 mph.

Again, these are only precautions to be followed until your travel trailer is repaired. Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition can reduce stability, accelerate a sway and could result in a loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at 1-800-685-6545 and you may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. 20590 or call the toll-free Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and satisfaction are important to us.

Sincerely,

Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss

TRANSMISSION RESULT REPORT (SEP 28 '95 03:00PM)

HOLIDAY RAMBLER LLC

(AUTO)

THE FOLLOWING FILE(S) ERASED

FILE	FILE TYPE	OPTION	TEL NO.	PAGE	RESULT
004	MEMORY TX		912823657882	11/11	OK

ERRORS

1) HANG UP OR LINE FAIL 2) BUSY 3) NO ANSWER 4) NO FACSIMILE CONNECTION

HOLIDAY RAMBLER

45006 State Road 19

P.O. BOX 263

Wakarusa Indiana 46771-0463

317-467-7211

FAX COVER SHEET

TO: Mrs. Pat Wallace - Recall Analyst

COMPANY: NHTSA - Office of Defects Investigation

FROM: Paul Barbour

SUBJECT: 95V-154 / PE95-045



25404 N. State Road 10
P.O. Box 403
Wabash, Indiana 46781-0403
219-862-7211

FAX COVER SHEET

TO: Mrs. Pat Wallace - Recall Analyst

COMPANY: NHTSA - Office of Defects Investigation

FROM: Paul Barbour

SUBJECT: 95V-154 / PE95-045

Sender's FAX #: 219 862-4235

No. of pages being sent including cover sheet: 11



HOLIDAY RAMBLER LLC.
Interdepartmental Memo

September 8th, 1995

To: PAUL BARBOUR

From: CHRIS HUNDT
Liaison Engineer Travel Trailers

Subject: 1995 31cfs recall cost and procedure summary.

This memo is in response to the request for a summary of procedure and parts used in the retrofit of the 1995 31cfs. The following procedure and parts list should be looked upon as a estimate for the difficulty, time and cost of this project. Because of the time incurred, 16hrs labor on trial unit, I estimate 12 to 18 hrs in the field. I believe that on the first unit 16 to 18 hrs a unit will be incurred, 12 to 15 on additional units. I also would allow a 10 percent variance in cost do to the number of different parts in the project.

Now, let us look at required steps that must be done to complete the move of the fresh water tank in the 31cfs.

Please read through complete list before starting.

I. Removal of old tank and water tank including attachments.

- A. Cut underbelly along crossmembers (#10 and 11) on both sides of fresh tank and then fold metal back approximately 1'.
note: Cut 2" behind # 10 and 2" in front of # 11 crossmember.
- B. Remove water tank including support iron and plywood by removing screws that are through angle into crossmember.
note: You will need to remove hoses and wires from tank before pulling from under unit.
- C. Remove water pump via access door in wrap and then plug water line (gray line).
- D. Remove white water hose, monitor panel harness, vent line and white w/ green gravity fill line.

II. Preparation of new tank location.

- A. Cut underbelly along crossmembers 6 and 7 rolling aluminum or darto 2-2 1/2" back.
Note: Cut 2" in front of # 6 and # 7 crossmember.
- B. Remove # 6 crossmember.
 - 1. Cut crossmember side to side within 1" of main floor.(see dwg. II-B-1)
 - 2. Disconnect heat run at floor and move from area.
- C. Cut and move jog in 1.5" black drain line to the front 27" to allow room for tank.
Note: This can be done by cutting and rotating piece end for end.(see dwg II-C)

D. Plug in new tank using 120" jumper to harness.

Note: Jumper from where you disconnected old tank from harness to new tank.

E. Remove bottom shelf from entertainment system.

F. Drill hole for tank drain (1") and vent/gravity fill (3"). (drawing II-F)

G. Install tank cradle. (drawing II-G)

H. Make new tank drain. (drawing II-H)

III. Install new tank and old pump in new location.

A. Install drain line inserting valve with extension through 1" drain hole previous drilled (ref. II-F.)

B. Position new tank guiding vent, gravity fill and pump line through new 3" Gravity fill hole. (ref. II-F)

Note: assistance will be needed to hold and position tank.

1. Support with 44" 3/4 angle iron and 3/4 plywood as in drawing II-G

C. Install pump attached to carpet covered plywood by stapling plywood in new location (drawing II-H)

D. Attach water pump with 3" gray line and splice into cold water line with "T" and a 3-6" piece of gray line.

E. Reattach heat run to floor coupler.

IV. Sidewall and storage area.

A. The gravity fill hose is now in the entertainment cabinet and needs to be run to the side wall.

1. Cut hole in side wall as shown in drawing IV-A-1

2. Hook up vent and gravity fill hose to dish and insert applying silicone between metal and dish.

B. Now remove old gravity fill/ city fill dish from off door side.

1. The city fill gray line is the only line remaining to remove.

2. Now install new city fill dish in place of old dish.

C. Caulk around new dishes on side wall.

D. Remove and discard gravity fill protective box from storage area.

E. Plug hole in storage under bed with 3x5 oval main floor.

F. Remove and discard old carpet from storage area and install new carpet.

V. Finishing of cabinet.

A. Before we finish closing up areas test all systems including monitor panel.

B. Before we reinstall cabinet shelf it will need a notch 3.75" x 4.75" needed for gravity fill line and 4.75" hole for fresh tank drain. (drawing V-B-1)

C. Reinstall shelf.

D. Make sure lines are not kinked or smashed by shelf.

E. Insert gravity fill cover shown in drawing V-E.

F. Insert drain cover and place fresh water drain decal on shelf. (drawing V-B-1)

VI. Close-up underbelly.

A. Fold aluminum/Darco underbelly back and screw down with 2-3 screws to hold in place.

- A. Fold aluminum/Darco underbelly back and screw down with 2-3 screws to hold in place.
 B. Cut new Aluminum/Darco 8" longer than space between crossmembers.
 C. Wrap end of Aluminum/Darco around 1" x 65" x .125" strap and screw to crossmember. (this is to prevent ripping of material at screws)
 2. Don't forget to make an access door under water pump.
 B. Add 150 lb. Max. sticker to storage door.

PARTS LIST

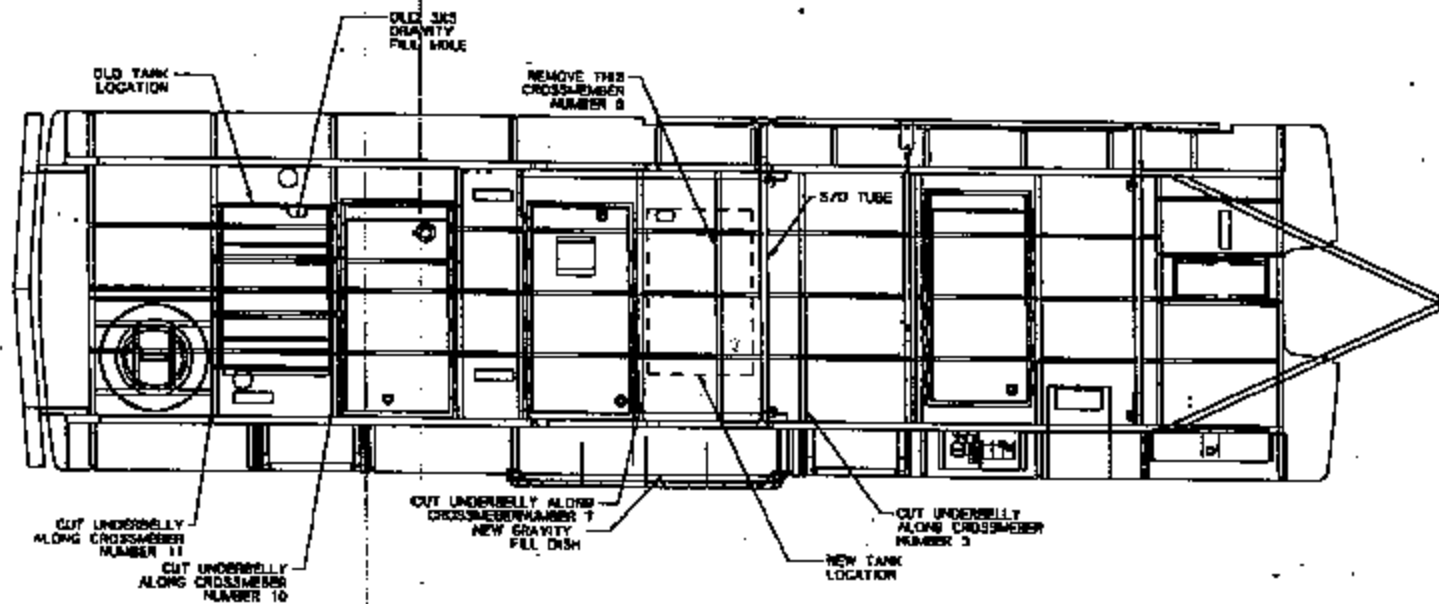
Qty.	Description	Part#	Cost	Drawing#
1	water line straight fitting	19330501	.57	
1	water line shut-off w/extension	19330356	1.42	
1	water line plug	19330417	.12	
2	water line copper elbows	19330503	.48	
1	water line copper "T"	19302304	.42	
1	water line threaded elbow	19800863	1.02	
12	water line clamp rings	19330397	.72	
8"	underbelly	06400200	31.36	
120"	18 gauge white & blue wire (FR. TANK)	16612197/16612190	.30	
120"	12 gauge violet and white wire (PUMP)	16612165/16612166	.70	
1	city fill dish with blank gravity fill	10600410	7.55	
1	gravity fill dish	10300549	7.65	
12"	strip to cover dishes	03210112	.50	
4	2x4 ripped to 1.875" thickness	02000800	8.60	
1	fresh water tank		APPROX. \$38.0	
2	1.5" ABS coupler	19300600	.28	
4	steel angle 1 x .625		APPROX. \$4.00	
2	steel angle 1 x 1	22900076	1.78	
2	tubes of black silicone		APPROX. \$2.00	
1	tube of white silicone	12400323	2.50	
36	.75 self-tapping screws	11303683	1.80	
1	3 x 5 oval blandex .625, storage patch (Scrap)	02900058	PLT 5 .00	
1	pre-cut carpet to cover storage area (3x4) (May use scrap)		11.54	
6	wire ties	16605701	2.40	
1	.625 carpet covered blandex to mount pump (scrap or reuse)		.00	
30"	water line	19201205	.06	
2	paneling 4 x 10.75	02900287	.20	
1	paneling 5 x 10.75	02900287	.13	
4	wrapped cleats .75 x .75 x 10"	02900319	.44	
1	"150 lb. Max." sticker to storage door	03005062	.49	

Summary of Cost, Material and Labor

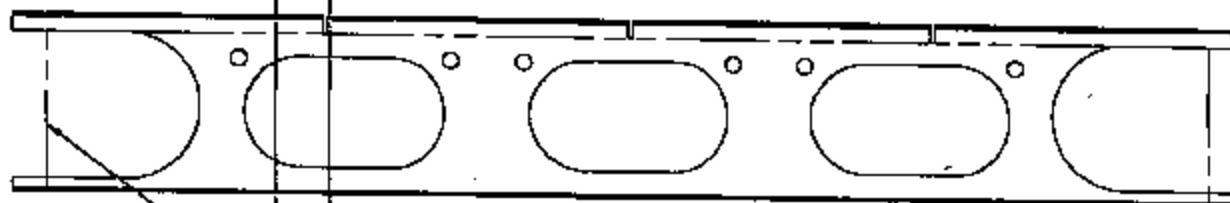
	W/ new tank	W/o new tank
Cost	115.00	80.00
Weight	80 lb.	60 lb.
Size	16.75 sq. ft	10.25 sq. ft.
Labor	13.5 hr.	16 hr. *

* extra .5 hr for spinning new fittings in old tank.

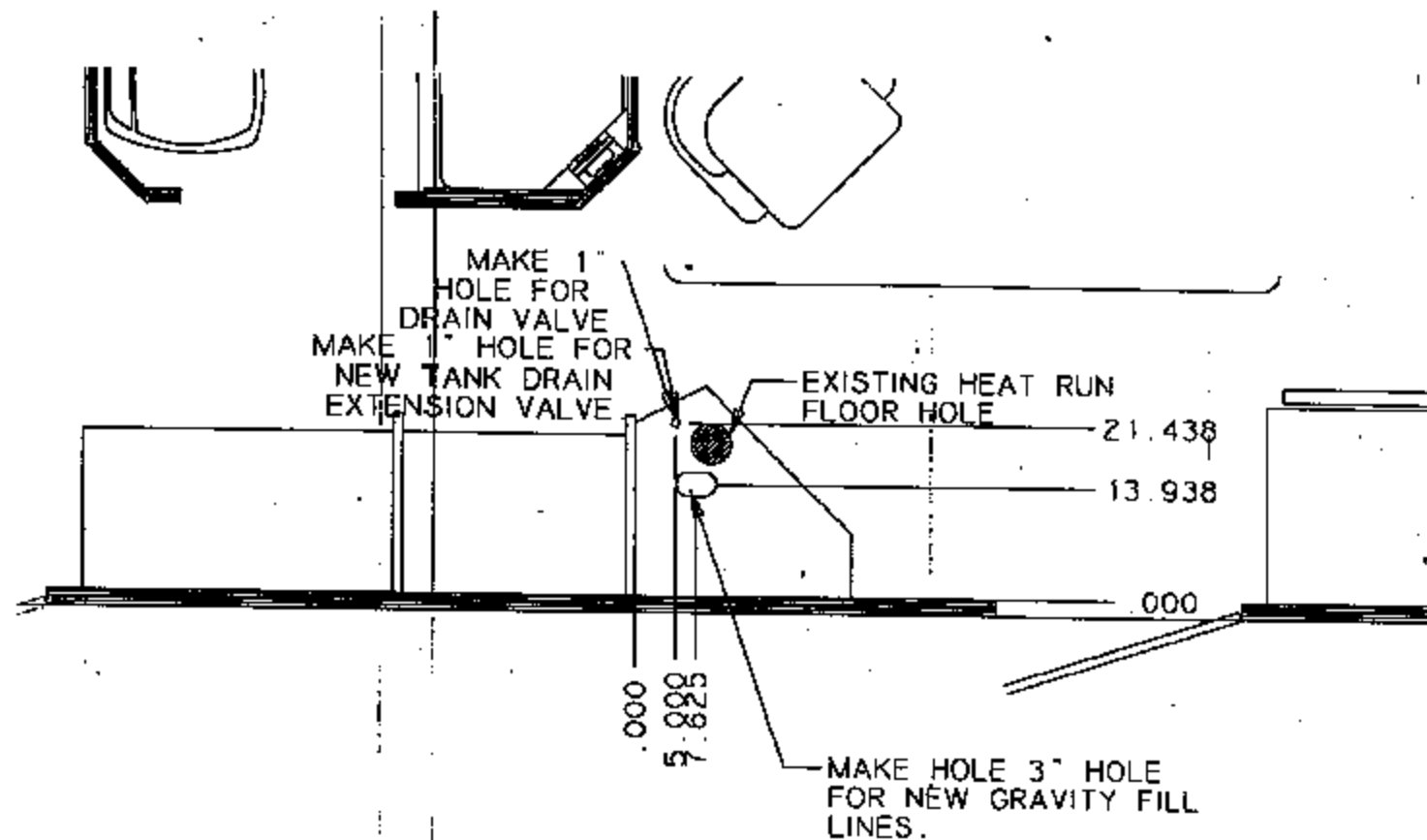
OVERVIEW OF COMPLETE
1995 31CFS



DRAWING II-B-1

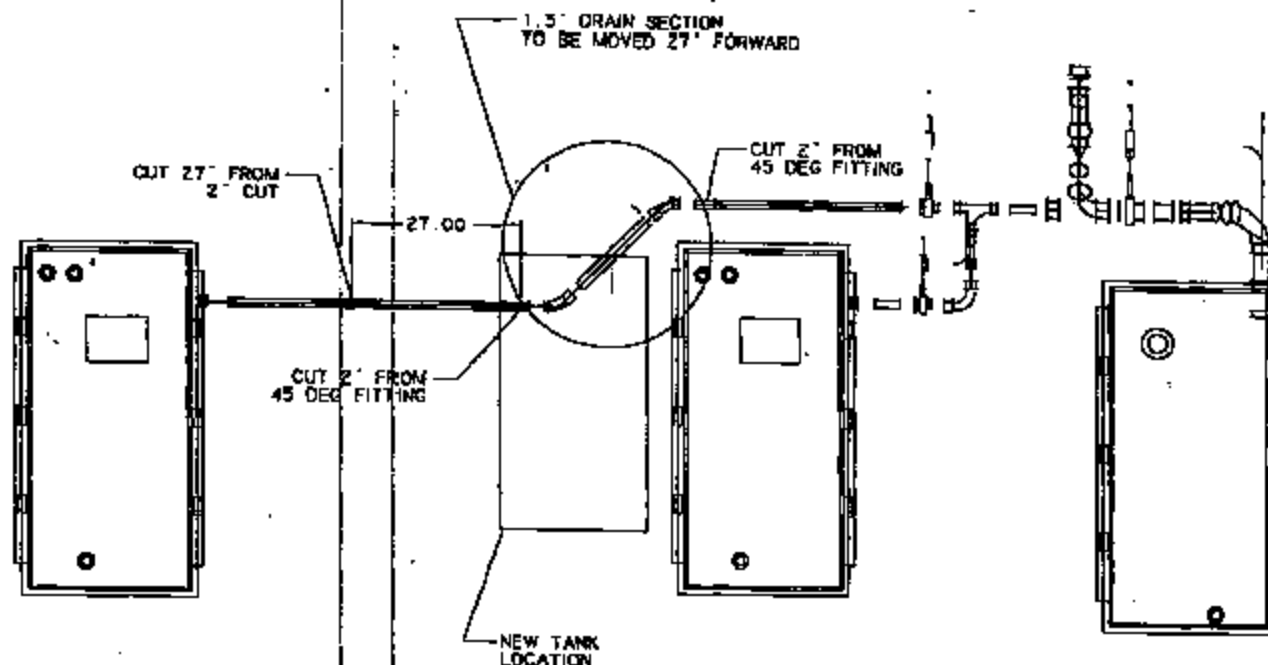


CUT ALONG LINE OR WITHIN 1.5" OF WOOD FLOORING
REMOVING A MAJORITY OF THE CROSSMEMBER



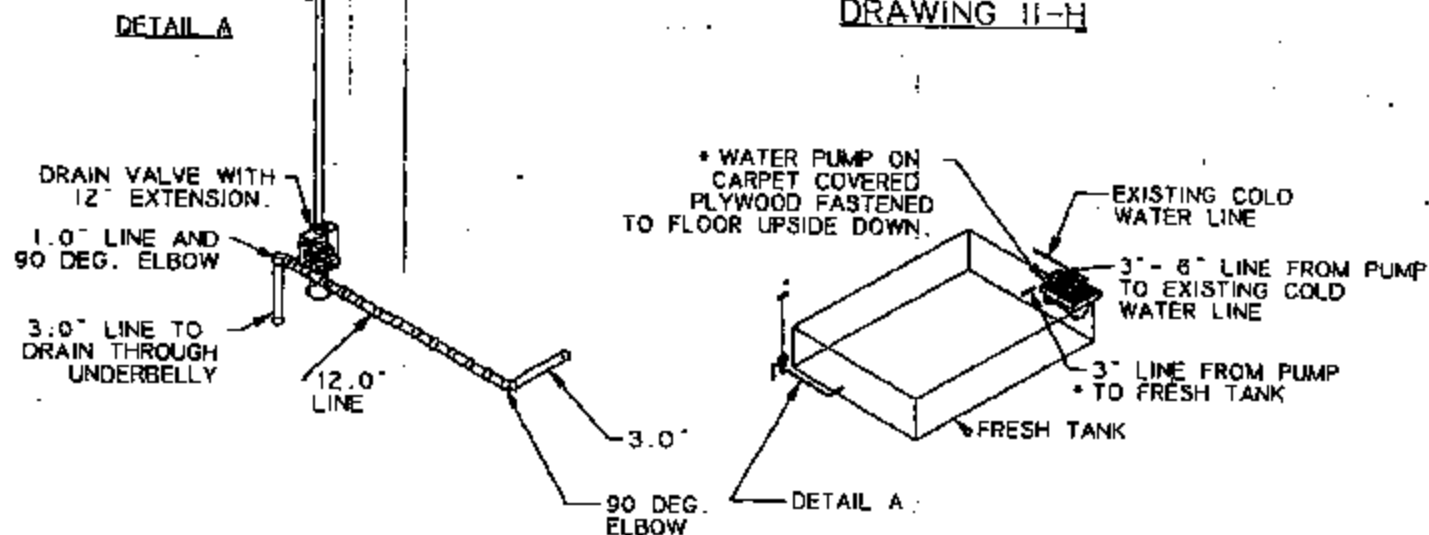
DRAWING II-F

OVERVIEW OF HOLDING TANKS AND DRAINAGE TO DUMP

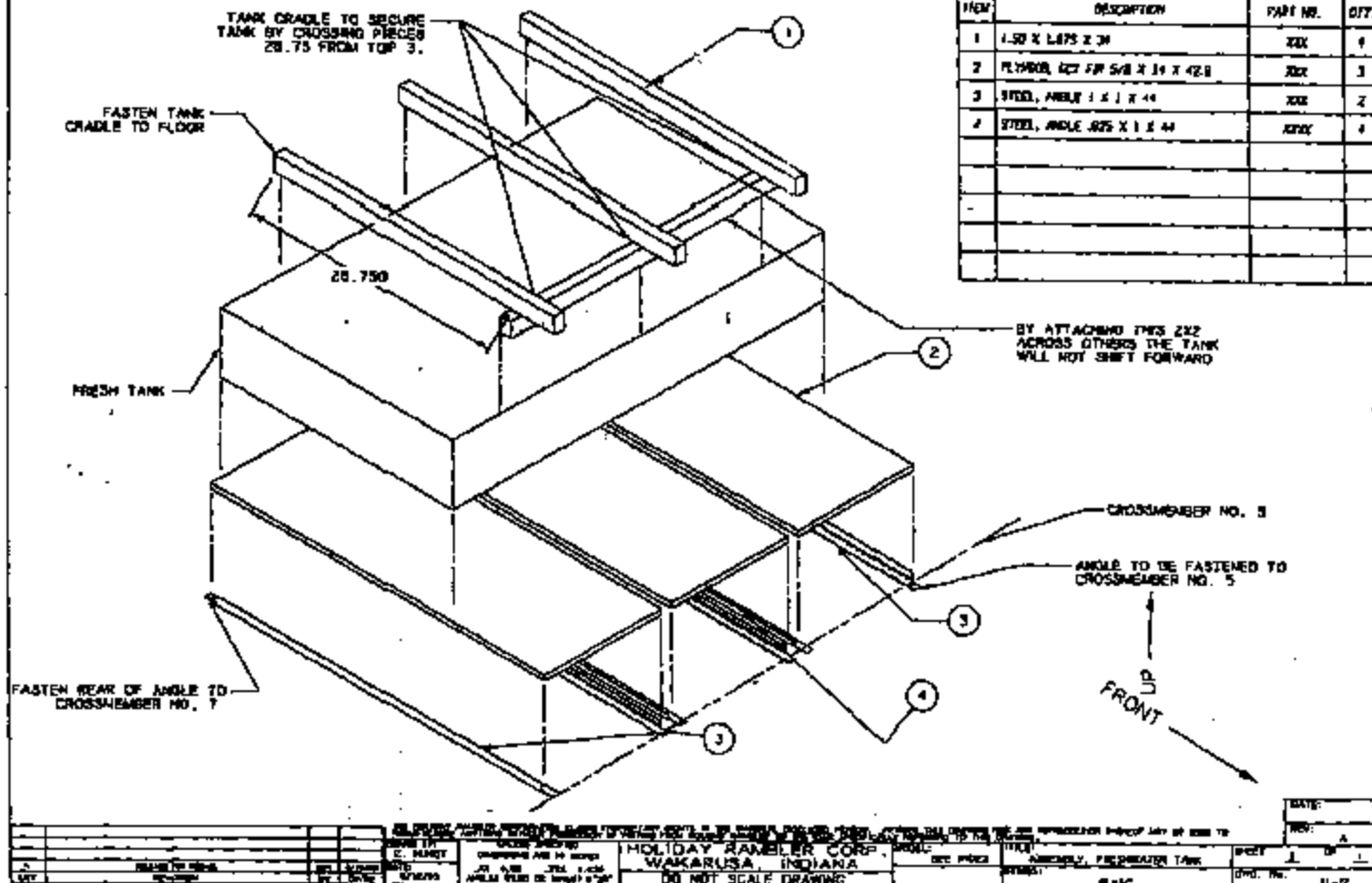


* AFTER CUTTING ROTATE 180 DEG. (END FOR END)
AND FASTEN USING 1.5" COUPLERS. THIS WILL MOVE
SECTION OUT OF NEW TANK LOCATION AREA.

DRAIN AND PUMP ASSEMBLY DRAWING II-H



- USE OLD PUMP AND WHITE LINE FROM TANK. CUT WHITE LINE TO REQUIRED LENGTH.



BILL OF MATERIAL			
ITEM	DESCRIPTION	PART NO.	QTY.
1	1.50 X 1.475 X 24	XXX	1
2	PLYWOOD, 1/2" THK 5/8 X 14 X 42.0	XXX	3
3	STEEL, ANGLE 1 X 1 X 44	XXX	2
4	STEEL, ANGLE .825 X 1 X 44	XXX	4

DATE: 11-12		REV: A	
DRAWN BY: J. DA		CHECKED BY: J. DA	
PROJECT: 11-12		SHEET: 1 OF 1	
TITLE: TANK CRADLE		SCALE: 1/4" = 1'-0"	
DESIGNED BY: J. DA		APPROVED BY: J. DA	
HOLIDAY RAMBLER CORP.		WAKARUSA, INDIANA	
DO NOT SCALE DRAWING			



HOLIDAY RAMBLER

This is Living

63908 State Road 19

P.O. Box 465

Wakarusa, Indiana 46373-0465

219-863-7111

September 20, 1995

Dear Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Holiday Rambler LLC has decided that a defect which relates to motor vehicle safety exists in all 1995 Holiday Rambler Aluma-Lite and Aluma-Lite Custom 31CPS travel trailers. Our records reflect that you own one of these travel trailers.

The defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, this vehicle was designed with the fresh water tank located at the rear. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity and (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension. This remedy will be provided by Holiday Rambler without charge to you.

It is presently anticipated that the necessary parts, instructions and the repair will become available in mid-October. Holiday Rambler will contact you again by letter when the repair is available. It is estimated that the repair time will take approximately two days.

Until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

1. Keep the fresh water tank empty (while in transit).

September 20, 1993
Page Two

2. Do not load cargo in the rear portion of the travel trailer.
3. Do not exceed a speed of 45 mph.

Again, these are only precautions to be followed until your travel trailer is repaired. Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition can reduce stability, accelerate a sway and could result in a loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at 1-800-685-6545 and you may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. 20590 or call the toll-free Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and satisfaction are important to us.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss

SEP 26 1995



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

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

SEP 21 1995

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Paul C. Barbour
Vice President, Consumer Affairs
Holiday Rambler Corporation
P.O. Box 465
Wakarusa, IN 46573-0465

NSA-111paw
95V-154

Dear Mr. Barbour:

This acknowledges receipt of your Defect Information Report dated August 16, 1995, submitted in accordance with 49 CFR Part 573, "Defect and Noncompliance Reports." This recall involves 783 Holiday Rambler Corporation (HR) 1995 Aluma-Lite and Aluma-Lite Custom 31CFS travel trailers produced from June 13, 1994, through June 20, 1995; 1994 Aluma-Lite 35CSSO travel trailers manufactured from August 24, 1993, through June 20, 1994; and 1995 Aluma-Lite Custom 35WCS travel trailers manufactured from August 9, 1994, through June 20, 1995. These travel trailers exhibit reduced stability while being towed due to an overloading problem. The assigned ID Number for this recall campaign is 95V-154.

HR is responsible for the remedy of these vehicles from this date forward, regardless of vehicle age, mileage, or ownership. You should know that the agency provides a listing of safety recalls to the media at the end of each month. This recall will be a part of that listing.

This recall campaign was the subject of a Preliminary Evaluation, PE95-045, conducted by the Office of Defects Investigation.

ADDITIONAL INFORMATION REQUIRED

1. Please provide the following information for each of the "thirty nine (39) stability or towability complaints received between December 1994 and August 1995" identified under section 573.5(c)(6) of the defect notice.



AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area (202) 388-0125

- a. date of incident;
 - b. date HR became aware of the incident;
 - c. trailer owner (name and address);
 - d. trailer model and model year; and
 - e. a brief description of the incident prompting the "complaint."
2. Please provide a more detailed chronology of events preceding the company's decision to recall and fully explain why a recall was not initiated until two months after the accident involving Mr. Carr, a company engineer who was testing a complaint vehicle on a public highway.

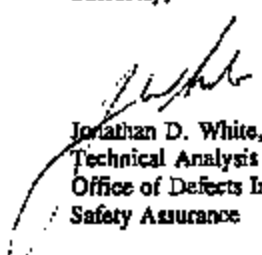
Please provide this information, referencing the National Highway Traffic Safety Administration's identification codes on page 1 of this letter, to this office by October 19, 1995.

QUARTERLY STATUS REPORTS

As stated in Part 573.6, submission of the first of six consecutive quarterly status reports is required within one month after the close of the calendar quarter in which notification to purchasers occurs. For instance, the current calendar quarter began on July 1, and ends on September 30, 1995. If notification occurs in this time frame, the first quarterly report is due by October 30, 1995. In the case where the recall appears to be completed, quarterly reporting is required until your company is notified otherwise by this office.

If you have any questions, please contact Mrs. Pat Wallace or Mrs. Barbara Hayes at (202) 366-5232 or fax at (202) 366-7882.

Sincerely,


Jonathan D. White, Chief
Technical Analysis Branch
Office of Defects Investigation
Safety Assurance



HOLIDAY RAMBLER

65906 State Road 19
P.O. Box 463
Wakarusa, Indiana 46573-0463
219-862-7111

October 19, 1995

SENT VIA FACSIMILE
ORIGINAL SENT BY FIRST CLASS MAIL

Mr. Jonathan D. White, Chief
Technical Analysis Branch
Office of Defects Investigation
Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: NHA-11124W
25V-154

Dear Mr. White:

This letter constitutes the response of Holiday Rambler LLC to the additional information request contained in your September 21, 1995 acknowledgment letter in the above-referenced recall campaign. Your requests and our responses are as follows:

1. Please provide the following information for each of the "thirty nine (39) stability or towability complaints received between December 1994 and August 1995" identified under section 573.5(c)(6) of the defect notice.
 - a. date of incident;
 - b. date HR became aware of the incident;
 - c. trailer owner (name and address);
 - d. trailer model and model year; and
 - e. a brief description of the incident prompting the "complaint."

Response: This information is summarized in the four page chart attached as Exhibit A.

NHTSA
October 19, 1995
Page Two

2. Please provide a more detailed chronology of events preceding the company's decision to recall and fully explain why a recall was not initiated until two months after the accident involving Mr. Carr, a company engineer who was testing a complaint vehicle on a public highway.

Response: Holiday Rambler cannot document when every event took place during the investigation. As indicated in the Part 573 letter, the investigation consisted of compiling field data (the thirty-nine complaints), performing handling tests, reviewing design criteria and analyzing all of that information to reach a conclusion.

Unlike many other types of potential defects, towability (and specifically stability) is affected by a large number of factors, some of which do not relate to the travel trailer itself. Different combinations of variables produce different handling characteristics. Variables include tow vehicle (type, size, condition, tires), loading of tow vehicle, hitch, hitch accessories (sway controls, load equalizer), hitching method, loading of trailer, trailer tires, driving skill and road and weather conditions.

The Company was uncertain as to the cause of the accident involving Mr. Carr in June of 1995. At the customer's request, Mr. Carr towed the trailer with the owner's vehicle. As an example of a variable, that tow vehicle was an extended van with an extreme hitch length of approximately 7 feet which adversely affects handling. Mr. Carr was also uncertain as to how the owner had the travel trailer loaded.

In any event, immediately subsequent to that accident, engineering personnel and consumer affairs/warranty personnel began working on the issue with the actions described above. Variables such as suspension (i.e., spring vs. MCR/ryde) and axle alignment were analyzed and eliminated. Travel trailers were towed in controlled tests under various loading conditions. Different brands and types of hitches and sway controls were used to determine the effect on stability. It should also be noted that some owners and dealers reported that their 31CFS, 35CSSO and 35WCS trailers exhibited excellent towing characteristics.

NHTSA
October 19, 1995
Page Three

After all of this investigation was completed, Holiday Rambler concluded that there were specific design deficiencies in the trailers. This conclusion was then reported to NHTSA as a safety-related defect in the Part 573 letter.

Holiday Rambler's prior dealings with NHTSA have demonstrated that the Company takes product safety and its obligations under federal law very seriously. Given the complexity of this issue, the investigation period was not unreasonable. Simply put, Holiday Rambler made its recall decision as soon as sufficient data was developed to support it.

If you have questions concerning this information, please contact me. Thank you.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/ps

Attachment

EXHIBIT A

NBA-111paw

95V-154

Page 1

Date of Incident	Date HR became aware of incident	Trailer owner (name & address)	Trailer model & model year	Brief description of incident prompting the "complaint" (1)
Unknown	9/1/94		1994 Alumina-Lite 35' 94011080356000	Difficulty towing.
Unknown	3/17/95		1995 Alumina-Lite custom 35' 95011084357000	Problem with towing.
Unknown	3/21/95		1995 Alumina-Lite custom 31' 950110843120010	Difficulty towing. Lost control.
Unknown	4/95		1994 Alumina-Lite 35' 9401108035600090	Dealer stated owner unhappy with towing.
Unknown	4/95		1994 Alumina-Lite 35' 94011080356000	Cannot locate contact sheet.
Unknown	4/95		1995 Alumina-Lite custom 35' 950110843570009	Difficulty towing.
Unknown	4/10/95		1995 Alumina-Lite custom 35' 950110843570009	Difficulty towing over 55mph.
Unknown	4/10/95		1995 Alumina-Lite custom 35' 950110843570009	Difficulty towing over 55mph.
Unknown	4/11/95		1994 Alumina-Lite 35' 940110803560009	Dealer reported difficulty towing.
Unknown	4/17/95		1995 Alumina-Lite custom 35' 950110843570009	Dealer reported customer returned unit to dealer after trip to Texas because of towing difficulty.
2/15/95	4/17/95		1995 Alumina-Lite custom 35' 950110843570009	Lost control of both vehicles in cross wind conditions.
Unknown	4/17/95		1995 Alumina-Lite custom 31' 950110843120010	Sway problems customer and dealer unable to correct.

NSA-111paw

85V-164

Page 2

6/4/94	4/17/95		1994 Alumina-Lite 35' 940110803560009	Dealer reported trailer jack-knifed due to road conditions.
Unknown	4/18/95		1995 Alumina-Lite custom 31' 9501108431200	Difficulty towing over 50-55 mph.
Unknown	4/19/95		1995 Alumina-Lite custom 35' 950110843570005	Difficulty towing coming down mountain pass.
Unknown	4/20/95		1994 Alumina-Lite 35' 940110803560009	Dealer reported large truck passed, set it in motion— shut off and rolled over. Sway heavily over 50mph.
Unknown	5/29/95		1995 Alumina-Lite custom 31' 950110843120010	Conversation with dealer: Going up incline and down other side. Let up on throttle, started to sway and lost control.
Unknown	6/5/95		1995 Alumina-Lite 31' 950110883120010	Difficulty towing.
Unknown	6/6/95		1995 Alumina-Lite custom 35' 950110843570005	Difficulty in towing.
Unknown	6/7/95		1995 Alumina-Lite custom 35' 950110843570005	Difficulty towing Las Vegas to Lake Havasu City, AZ. -lurching
6/8/95	6/8/95		1995 Alumina-Lite custom 35' 950110843570005	Lost control during test drive. Trailer over-turned
Unknown	6/8/95		1995 Alumina-Lite custom 31' 950110843120010	Bus came up along side of trailer, causing customer to lose control and unit turned over.
Unknown	6/8/95		1994 Alumina-Lite 35' 940110803560009	Dealer stated owner unhappy with towing.
Unknown	6/12/95		1995 Alumina-Lite custom 31' 9501108431200	Difficulty towing.
Unknown	6/16/95		1995 Alumina-Lite custom 35' 950110843570005	Difficulty towing over 45 mph.

NSA-111paw

95V-164

Page 3

Unknown	6/16/95		1995 Alumina-Lite custom 31' 950110843120010 [REDACTED]	Dealer advised of roll-over incident.
Unknown	6/20/95		1995 Alumina-Lite custom 35' 950110843570000 [REDACTED]	Difficulty towing.
Unknown	6/20/95		1995 Alumina-Lite custom 35' 950110843570000 [REDACTED]	Difficulty towing.
Unknown	6/20/95		1995 Alumina-Lite custom 35' 950110843570000 [REDACTED]	Difficulty towing. Changed hitch set up and still having problem.
Unknown	6/20/95		1995 Alumina-Lite custom 35' 950110843570000 [REDACTED]	Difficulty in towing.
Unknown	6/20/95		1994 Alumina-Lite 35' 94011080356000 [REDACTED]	Difficulty towing.
Unknown	7/1/95		1995 Alumina-Lite custom 35' 950110843570000 [REDACTED]	Dealer reported passed by fast moving semi and lost control.
Unknown	7/1/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing.
Unknown	7/1/95		1995 Alumina-Lite custom 31' 9501108431200 [REDACTED]	Started swaying in light wind. Trailer broke loose from hitch and over-turned.
Unknown	7/19/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing.
Unknown	7/20/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing.
Unknown	7/24/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Comment on CSI about handling.
Unknown	8/11/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Up-hill traffic bad, applied brakes, swayed and rolled over.

NBA-111paw

ISV-154

Page 4

Unknown	Unknown		1994 Acura-Inte 35' 94011060356000	Dealer reported lost control while towing.
---------	---------	--	---------------------------------------	--

(1) Unless otherwise indicated, reports were direct from owners.



HOLIDAY RAMBLER

This is Living

October 31, 1995

45908 State Road 19
P.O. Box 463
Wakarusa, Indiana 46781-0463
219-861-7111

Dear Owner:

As indicated in our letter of September 20, 1995, we are contacting you again concerning the safety recall campaign on all 1995 Holiday Rambler Aluma-Lite and Aluma-Lite Custom 31CFS travel trailers. The recall campaign relates to the stability of the travel trailer.

As a matter of review in the event the original letter we mailed to you is unavailable, the defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, this vehicle was designed with the fresh water tank located at the rear. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition which may cause loss of control of both the tow vehicle and the trailer.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity and (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension. This remedy will be provided by Holiday Rambler without charge to you. The necessary parts are now available to repair your travel trailer. Authorized Holiday Rambler dealers have been provided with the repair instructions and ordering information to obtain the parts.

Please contact your Holiday Rambler dealer and arrange for an inspection and correction. The inspection and correction will be performed at no charge to you. We estimate this repair will take approximately two days. However, you may wish to ask your dealer how much additional time will be required to process your trailer.

The enclosed document will serve as an authorization and claim form to have the inspection and correction made. If you no longer own this vehicle or for any reason cannot have this recall service performed, please fill in the appropriate information and

return the postage-paid card to us promptly. Should you require any special assistance in obtaining this service or have any questions, please call our special toll-free number established specifically for this purpose: (800)685-6545.

As previously communicated, until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

1. Keep the fresh water tank empty (while in transit).
2. Do not load cargo in the rear portion of the travel trailer.
3. Do not exceed a speed of 45 mph.

Again, these are only precautions to be followed until your travel trailer is repaired.

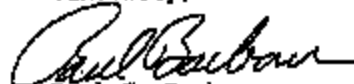
Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices. The importance of towing your trailer with an appropriate and properly hitched tow vehicle cannot be overemphasized. Your tow vehicle should have a Gross Combined Weight Rating (GCWR) at least equal to the total loaded weight of the tow vehicle and the trailer. Your trailer has a Gross Vehicle Weight Rating (GVWR), and accordingly a maximum allowable loaded weight, of 10,000 lbs. Your tow vehicle owners manual should tell you that vehicle's GCWR and contain the manufacturer's other specific towing recommendations and restrictions. Your trailer should be pulled only with a load equalizing hitch utilizing some type of sway control device. Consult your dealer or qualified hitch installation facility for assistance.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition or attempting to make a correction with the steering wheel can reduce stability, accelerate a sway and could result in a loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at 1-800-685-6545 and you may also submit a complaint to the 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 (Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and satisfaction are important to us.

Sincerely,



Paul C. Harbour
Vice President
Consumer Affairs

PCB/psa

Enclosure



1028 San Wawford Street
P.O. Box 462
Wakarusa, Indiana 46573-0462
219-862-7211

August 28, 1996

Technical Analysts Branch
Attn.: Jonathan White
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street SW
Washington DC 20590

RECEIVED

AUG 28 1996

HOLIDAY RAMBLER LLC
LEGAL DEPARTMENT

Dear Mr. White:

On August 27, 1996 Holiday Rambler sent out a second notification letter for recall campaign 95V-154. I have enclosed a copy for your review.

Sincerely:

Beth A. Motz
Office Administrator
Holiday Rambler Service

cc: NHTSA file



HOLIDAY RAMBLER

Division of Monaco Coach Corporation

Richard

1028 East Waverford Street

P.O. Box 465

Wakarusa, Indiana 46371-0465

219-862-7211

August 27, 1996

Dear Owner:

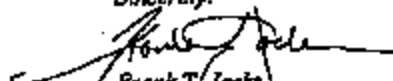
This notice is a follow up to our initial notification letter to you concerning the trailer stability recall campaign being conducted in accordance with the requirements of the National Highway Traffic Safety Administration.

As stated in our original notification Holiday Rambler initiated a voluntary recall campaign involving 1994 35' trailers and 1995 31' and 35' trailers. Also enclosed is a claim form which will serve as your authorization to have the recall performed at no expense to you. If you no longer own the vehicle or are unable to have the recall service performed, please fill out the appropriate information and return the pre-paid postage postcard to us promptly.

If you believe that Holiday Rambler has failed to remedy this defect or that there has been an unreasonable delay in securing the modification to your unit, or have been unable to receive the remedy without charge, please contact the Holiday Rambler Service Center at the address shown on this letter. If you wish to call Holiday Rambler, you can use a special toll-free number installed specifically for this recall campaign: (800) 685-6545. You may also send a complaint to the Administrator, National Highway Traffic and Safety Administration, 400 Seventh St. SW, Washington DC 20590 or call the toll-free Auto Safety Hotline at (800) 424-9393 (Washington DC residents may call 336-0123).

We sincerely regret any inconvenience this recall may cause you. However, your satisfaction with and safe operation of our product is important to us.

Sincerely:


Frank T. Jacks
Director
Service and Parts

FJ:bm



HOLIDAY RAMBLER
Division of Monaco Coach Corporation

1030 East Wherryford Street
P.O. Box 463
Wakarusa, Indiana 46373-0463
219-842-7211

January 2, 1997

Mr. Jonathan D. White, Chief
Technical Analysis Branch
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street SW
Washington DC 20590

RECEIVED

DEC 30 1996

HOLIDAY RAMBLER LLC
LEGAL DEPARTMENT

Dear Mr. White

In accordance with Part 573-Defect Reports, I am submitting quarterly reports for the Fourth (October 1, through December 31) of 1996 on the following campaigns:

95V-125	6th of 6
95V-149	6th of 6
95V-167	6th of 6
* - 95V-154	5th of 6
95V-216	5th of 6
95V-211.002	5th of 6
95V-226	5th of 6
95V-211.001	3rd of 6
96V-066	3rd of 6
96V-224	1st of 6

If you have any questions please feel free to contact me.

Sincerely,

Beth A. Motz
Office Administrator
Consumer Affairs

cc: NHTSA file

Vehicle Safety Recall Quarterly Report Information¹

Required per 49 CFR Part 573.6

Report Date: 1/6/97 Calendar Quarter: 4th
Safety Recall Quarterly Report from 10/1/96 through 12/31/96
Manufacturer: Holiday Rambler Division of Monaco Coach Corp.
Report Author: Ruth A. Motz Phone: (219) 862-7211
Recall Subject: Travel Trailer Stability Water tanks/or hitch

1. NHTSA Safety Recall Campaign Number: 95V-154

Also, for completeness, if your company has assigned a code number to this campaign, please provide your code: 95V-154

2. (a) The date notification to purchasers began: 9/6/95

(b) The date notification of purchasers was completed: 9/20/95

3. The Total Number of Vehicles Involved: 770

The total number of vehicles involved in the subject campaign (including all items sold or distributed to purchasers, dealer distributors, and similar entities beyond the immediate control of the manufacturer/importer).

4. (a) Total Number Inspected & Remedied: 528

Total number of vehicles which were inspected and/or otherwise repaired or remedied.

(b) Total Number Inspected & NOT REQUIRING REMEDY: _____

Total number of vehicles involved in the recall and inspected, but determined to NOT REQUIRE REMEDIAL or recall repair work.

5. Vehicles Determined to be Unreachable

Total Number Exported: _____

Total Number Stolen: _____

Total Number Scrapped: _____

Total Number Unable to Notify: _____

Total Number Otherwise Unreachable: _____

Describe Other: Unless a dealer or retail owner chooses to contact us, we have no way of knowing what units are unavailable for inspection and/correction due to theft, scrapping, etc..

¹Any Questions please contact Mr. Bill Lewis or Mr. Ian White at (202) 366-5216 or by FAX at (202) 366-7882.

APPENDIX

"f"

SUPPLEMENTAL COMPLAINTS

ALJ-15-1593 05:43

Date of Incident	Date HR became aware of incident	Trailer Owner (name & address)	Trailer model & model year	Brief description of Incident prompting the "complaint"
6/27/94	9/28/95		1994 35CS80 Alumna-Lite Travel Trailer	Difficulty towing
1/16/95	1/18/96		1995 35WCS AL Custom Travel Trailer	Difficulty towing
2/17/95	1/17/96		1995 31CPS AL Custom Travel Trailer	Difficulty towing
4/17/95	4/9/96		1995 31CPS Alumna-Lite Travel Trailer	Difficulty towing
4/25/95	2/14/97		1995 31CPS Alumna-Lite Travel Trailer	Difficulty towing
5/95	1/11/96		1995 31CPS Alumna-Lite Travel Trailer	Difficulty towing
5/20/95	5/20/97		1995 31CPS Alumna-Lite Travel Trailer	Difficulty towing
5/27/95	10/25/95		1995 31CPS Alumna-Lite Travel Trailer	Difficulty towing
6/1/95	10/2/95		1995 31CPS Alumna-Lite Travel Trailer	Difficulty towing

P. 02

Date of Incident	Date HR became aware of incident	Trailer Owner (name & address)	Trailer model & model year	Brief description of Incident prompting the "complaint"
6/11/95	3/31/97		1995 31CFS Custom Alumna-Lite Travel Trailer	Difficulty towing
7/9/95	9/29/95		1995 31 CFS Alumna-Lite Travel Trailer	Difficulty towing
8/25/95	10/11/95		1995 31CFS Alumna-Lite Travel Trailer	Difficulty towing
8/31/95	9/1/95		1996 31CFS Alumna-Lite Travel Trailer	Difficulty towing
9/6/95	9/10/95		1995 31CFS Alumna-Lite Travel Trailer	Difficulty towing
9/8/95	10/10/95		1995 31CFS Alumna-Lite Travel Trailer	Difficulty towing
9/18/95	9/27/95		1995 31CFS Alumna-Lite Travel Trailer	Difficulty towing
9/25/95	9/26/95		1995 35WCS Alumna-Lite Travel Trailer	Difficulty towing
1/7/96	1/18/96		1996 31CFS Alumna-Lite Travel Trailer	Difficulty towing
4/3/96	12/31/96		1996 31CFS Alumna-Lite Travel Trailer	Difficulty towing
5/24/95	8/96		1995 31CFS Alumna-Lite Travel Trailer	Difficulty towing

ALF-16-1999 89-48

P. 8

Date of Incident	Date HIR became aware of Incident	Trailer Owner (name & address)	Trailer model & model year	Brief description of incident prompting the "complaint"
-	4/9/96		1996 31CFS Aluma-Lite Travel Trailer	Complained unit handled poorly.
-	4/3/96		1996 31CFS Aluma-Lite Travel Trailer	Complained coach aways.
-	4/15/96		1996 31CFS Aluma-Lite Travel Trailer	Complained of sway problems.
-	12/1/95		1995 31CFS Aluma-Lite Travel Trailer	Complained about the location of the water drain. Floor damage.
-	9/25/95		1995 31CFS Aluma-Lite Travel Trailer	Customer added 1,700 lb. hitch and now unit is over weight capacity.
-	10/10/95		1994 35C880 Aluma-Lite Travel Trailer	Customer needed recall done by 11/1/95.

FILE-16-1999 09149

HOLIDAY RAMBLER
AUG 16 1995 11:47
OFFICE
DEFECTS INVESTIGATION

63906 State Road 19
P.O. Box 465
Wakarusa, Indiana 46573-0465
219-862-7211

August 16, 1995

95V-154 (01)

SENT VIA FACSIMILE
ORIGINAL SENT BY FIRST CLASS MAIL

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street SW
Washington, DC 20590

Dear Sir or Madam:

Pursuant to 49 CFR Part 573, Holiday Rambler LLC (hereinafter "HR" or "the Company") is submitting this report to NHTSA concerning a recall campaign which is being voluntarily initiated. Specific information is as follows:

573.5(c)(2)

Affected vehicles are:

(i) 1995 Holiday Rambler Aluma-Lite and Aluma-Lite Custom 31CFS travel trailers produced between June 13, 1994 and June 20, 1995. The VIN range for these vehicles is 1KB181K27SW012041 through 1KB181K21SW018045;

(ii) 1994 Holiday Rambler Aluma-Lite 35CSSO travel trailers produced between August 24, 1993 and June 20, 1994. The VIN range for these vehicles is 1KB1C1P27RW007780 through 1KB1C1P29RW011992; and

(iii) 1995 Holiday Rambler Aluma-Lite Custom 35WCS travel trailers produced between August 9, 1994 and June 20, 1995. The VIN range for these vehicles is 1KB181P29SW012843 through 1KB181P27SW017958.

The recall population includes the entire model year production for each particular model/floor plan; i.e., 1995 31CFS, 1994 35CSSO and 1995 35WCS.

573.5(c)(3)

783 travel trailers, broken down as follows:

<u>Model/Floor Plan</u>	<u>No. Units</u>
1995 Aluma-Lite and Aluma-Lite Custom 31CFS	453
1994 Aluma-Lite 35CSSO	149
1995 Aluma-Lite Custom 35WCS	181

573.5(c)(4)

Unknown.

573.5(c)(5)

The defect relates to the stability of the travel trailers. All three travel trailers have a storage compartment at the rear of the unit which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, the 1995 31CFS and the 1994 35CSSO were designed with a fresh water tank located at the rear of the unit. As a result, these travel trailers can exhibit reduced stability while being towed. While handling performance varies greatly because of variables such as tow vehicle, hitch, hitch accessories (e.g., sway controls) and owner cargo loading practices, the recalled travel trailers in many cases do not adequately dampen a sway condition.

573.5(c)(6)

The Company is aware of thirty-nine (39) stability or towability complaints received between December 1994 and August 1995. Twelve (12) of these situations have involved reports of a complete loss of control of the travel trailer. In June, 1995, the Company initiated an engineering investigation of these three travel trailer models. The investigation involved examining units in the field for which complaints have been received, reviewing design criteria and performing controlled handling tests of the travel trailers.

The engineering investigation was a lengthy one due to the large number of variables involved in travel trailer stability analysis. The result of the engineering investigation is a decision that the stability of these travel trailers is adversely affected by (i) the potential for the owner to place excessive weight in the unlabeled storage compartment at the rear of these three travel trailer models and (ii) the location of the fresh water tank at the rear of the unit on the 1995 31CFS and 1994 35CSSO. In addition, with respect to the 1994 35CSSO and 1995 35WCS, the effect of (i) and

NHTSA
August 16, 1995
Page Three

(ii) is amplified by the length of the travel trailer to the rear of the suspension.

A decision that a safety-related defect exists and the initiation of a recall campaign were recommended to HR management on August 7, 1995 and approved on August 8, 1995.

573.5(c)(8)

The remedy will involve (i) placement of a label on the storage compartment at the rear of all three travel trailer models indicating the maximum storage weight capacity, (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension on the 1995 31CFS and 1994 35CSSO and (iii) installation of the Hensley Arrow hitch on the 1994 35CSSO and 1995 35WCS travel trailers. The hitch will be permanently attached to and become an integral part of the travel trailer. A label indicating the permanent nature of the hitch will be placed on the travel trailer. Due to its unique design and function, the Hensley Arrow hitch provides excellent towing stability, handling control and sway dampening on the 1994 35CSSO and 1995 35WCS. Because of the unit length difference, the Hensley Arrow hitch is not a required part of the remedy for the 1995 31CFS travel trailer.

Owner and dealer notification are scheduled to begin as soon as possible. The notification letters will be provided to you for pre-approval.

The Company is currently formulating its plans for implementation of the recall campaign and is in the process of sourcing parts. There will be an initial limited availability of the Hensley Arrow hitch. Presently, the Company anticipates that 75 hitches per month will be available beginning in October of 1995.

Please acknowledge your receipt of this report and provide the recall number that will be assigned to this campaign. Thank you.

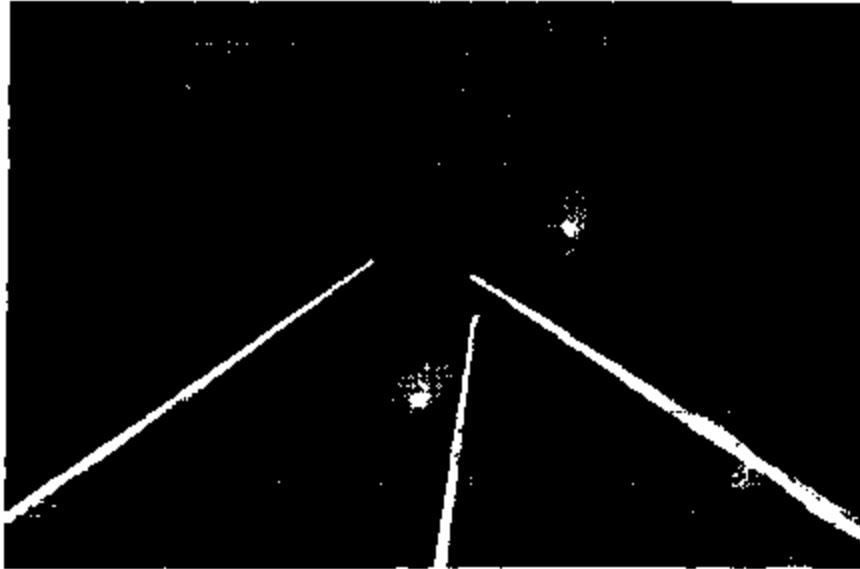
Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss

DETAIL A



COUPLER

Insert 3/16 drive grease fitting by making a 5/32 hole in center of ball coupler and tapping fitting in.

DETAIL B

Make hitch permanent by putting several 1.5" long welds around hitch bracket.





65906 State Road 19
P.O. Box 465
Wakarusa, Indiana 46573-0465
219-862-7211

November 8, 1995

Mr. Jonathan D. White, Chief
Technical Analysis Branch
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street SW
Washington DC 20590

RECEIVED
95 NOV 16 PM 1:15
OFFICE
DEFECTS INVESTIGATION

Ref.: 95V-154

Dear Mr. White:

I am enclosing copies of our letters to dealers and owners for this recall campaign. Dealer notification letters were mailed October 31, 1995. Owner notification letters were mailed on November 6, 1995.

Please advise if you have any other questions.

Sincerely,

A handwritten signature in cursive script that reads 'Paul C. Barbour'.

Paul C. Barbour
Vice President
Consumer Affairs

PCB:jb

Enc.



HOLIDAY RAMBLER

This is Living.

65906 State Road 19
P.O. Box 465
Wakarusa, Indiana 46573-0465
219-862-7211

October 27, 1995

VEHICLE SAFETY DEFECT SERVICE BULLETIN
Campaign 95V-154

Dear Holiday Rambler Dealer:

This letter supplements our letter to you dated September 6, 1995 regarding the above-referenced safety recall campaign.

The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the owner has tendered it for repair. A failure to repair within sixty (60) days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

If the condition is not adequately repaired within a reasonable time, the owner may be entitled to an identical or reasonably equivalent vehicle at no charge, or to a refund of the purchase price less a reasonable allowance for depreciation.

To avoid having to provide these burdensome solutions, every effort must be made to promptly schedule an appointment with each owner and to repair their vehicle as soon as possible. As you will see in reading the enclosed copy of the letter that is being sent to owners, the owners are being instructed to contact Holiday Rambler customer service if their dealer does not remedy the condition within three (3) days of the mutually agreed upon service date. If the condition is not remedied within a reasonable time, they are instructed on how to contact the National Highway Traffic Safety Administration.

Defect Involved

Holiday Rambler has determined that a defect relating to motor vehicle safety exists in all 1995 Aluma-Lite and Aluma-Lite Custom 31CFS, 1994 Aluma-Lite 35C880 and 1995 Aluma-Lite Custom

35WCS models. The affected vehicles were produced between August 24, 1993 and June 20, 1995.

The nature of the defect relates to the stability of the travel trailers. All three travel trailers have a storage compartment at the rear of the unit which does not have a specified storage weight limitation and can therefore potentially be overloaded. In addition, the 1995 31CFS and the 1994 35CSSO were designed with a fresh water tank located at the rear of the unit. As a result, these travel trailers can exhibit reduced stability while being towed and in many cases do not adequately dampen a sway condition and may cause loss of control of both the tow vehicle and trailer.

The remedy will involve (i) placement of a label on the storage compartment at the rear of all three travel trailer models indicating the maximum storage weight capacity, (ii) relocation of the fresh water tank from the rear of the travel trailer to an area above the suspension on the 1995 31CFS and the 1994 35CSSO and (iii) installation of the Hensley Arrow™ hitch on the 1994 35CSSO and 1995 35WCS travel trailers. Due to its unique design and function, the Hensley Arrow™ hitch provides excellent towing stability, handling control and sway dampening on the 1994 35CSSO and 1995 35WCS. Because of the unit length difference, the Hensley Arrow™ hitch is not a required part of the remedy for the 1995 31CFS travel trailer.

We have enclosed repair instructions for relocating the water tank in both the 1995 Aluma-Lite and Aluma-Lite Custom 31CFS and the 1994 Aluma-Lite 35CSSO. Also enclosed is a order form for the Hensley Arrow™ hitch. Please note the hitch will be drop-shipped to you and include the installation instructions and a video on the operation and function of the hitch.

Vehicles Involved

149 - 1994 Holiday Rambler Aluma-Lite 35CSSO travel trailers produced between August 24, 1993 and June 20, 1994. The VIN range for these vehicles is 1KB1C1P27RM through 1KB1C1P29RW and

456 - 1995 Holiday Rambler Aluma-Lite and Aluma-Lite Custom 31CFS travel trailers produced between June 13, 1994 and June 20, 1995. The VIN range for these vehicles is 1KB181K27SW through 1KB181K21SW and

181 - 1995 Holiday Rambler Aluma-Lite Custom 35WCS travel trailers produced between August 9, 1994 and June 20, 1995. The VIN range for these vehicles is 1KB181P29SW through 1KB181P27SW

If our records indicate you have any of the affected vehicles in your inventory, you will receive a recall notification form for each vehicle.

Owner Notification

The original retail purchasers are being notified and a copy of the letter of notification is enclosed for your information and review. A recall notification and dealer claim form will be included in the owner notification letter. The retail owner will present this form to you upon arrival for the service appointment. Please review the instructions on the face of the notification form and fill in the claim form when the repair is completed. The labor operation number and time allowance are noted in the service instructions.

In the owner notification letter, we have emphasized the importance of using an appropriate and properly hitched tow vehicle, including the need for an adequate Gross Combined Weight Rating (GCWR). Please assist us in communicating this information to the owners.

Parts Availability

Materials to relocate the water tanks in the 1995 31CFS and 1994 35C890 are available for ordering. Please refer to parts order procedure at the end of the repair instructions for both models.

Hensley Arrow™ Hitch

The hitch is now available on a limited basis. We anticipate being able to provide the hitch for 75% of the recalled vehicles over the next two months and the remaining vehicles by the end of January 1996. In view of the winter months just ahead, some of the affected vehicles may already be winterized for storage. Please advise owners that at their option the remedy can be performed in the spring when their vehicle is removed from storage. Prioritize those who call for appointments by the planned use of the trailer. If an owner wants to go south for the winter or has planned a vacation, try to accommodate those requests first.

Dealer Campaign Responsibility

All unsold new vehicles in dealer's possession and subject to this campaign must be held and inspected/repaired per the service procedure of this campaign bulletin before owners take possession of these vehicles.

Dealers are to service all vehicles subject to this campaign at no charge to owners, regardless of mileage, age of vehicle, or ownership, from this time forward.

Owners of vehicles recently sold from your new vehicle inventory for which the dealer receives the owner recall notification are to be contacted by the dealer, and arrangements made to make the required correction according to the instructions enclosed with this bulletin. This could be done by mailing to such owners a copy of the applicable owner letter accompanying this bulletin.

In summary, whenever a vehicle subject to this campaign enters your vehicle inventory, or is in your dealership for service in the future, please take the steps necessary to be sure the campaign correction has been made before selling or releasing the vehicle.

To assist and supplement the dealer service network, Holiday Rambler is sending four two-person recall repair teams on the road to different regions of the country. As you will note from the information in this letter, there are three different remedies. The remedy which requires the Hensley Arrow™ hitch to be installed is a common practice or procedure for all dealers and, therefore, we will dedicate the effort of the road teams to moving the water tanks in affected vehicles.

The four teams will leave from Indiana and make a loop out to the Northwest, Southwest, middle-Southern states and the Northeast down to the Southeast. As the teams move out into these areas, a customer service representative will contact you within approximately two weeks of their arrival. Your assistance will then be requested to contact owners to schedule appointments at your dealership. We anticipate the road crews will be out for a period of approximately four months.

The road crews are intended only to supplement dealer service. Therefore, you should proceed with scheduling and providing the remedy for those owners who request an appointment prior to the arrival of the repair team.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/pss

Enclosure



HOLIDAY RAMBLER

This is Living

65906 State Road 19
P.O. Box 465
Wakarusa, Indiana 46573-0465
219-862-7211

October 31, 1995

Dear Owner:

As indicated in our letter of September 20, 1995, we are contacting you again concerning the safety recall campaign on all 1995 Holiday Rambler Aluma-Lite Custom 35WCS travel trailers. The recall campaign relates to the stability of the travel trailer.

As a matter of review in the event the original letter we mailed is unavailable, the defect relates to the stability of the travel trailer. The travel trailer has a rear storage compartment which does not have a specified storage weight limitation and can therefore potentially be overloaded. This feature can create adverse handling characteristics which are amplified by the length of the travel trailer to the rear of the suspension. As a result, the travel trailer can exhibit reduced stability while being towed and may not adequately dampen a sway condition.

Holiday Rambler has entered into a voluntary recall campaign to correct this problem. The remedy will involve (i) placement of a label on the storage compartment at the rear of the travel trailer indicating the maximum storage weight capacity (ii) installation of the Hensley Arrow™ hitch on your travel trailer. Due to its unique design and function, this hitch provides excellent towing stability, handling control and sway dampening on this travel trailer and (iii) the installation of a warning label on the A-frame of the travel trailer which will state the travel trailer has been permanently equipped with the Hensley Arrow™ hitch and it is not to be removed. This remedy will be provided by Holiday Rambler without charge to you.

The Hensley Arrow™ hitch is now available on a limited basis. We anticipate being able to provide the hitch for 75% of the recalled vehicles over the next two months and the remaining vehicles by the end of January 1996. Authorized Holiday Rambler dealers have been provided with the repair instructions and ordering information to obtain the parts.

Please contact your Holiday Rambler dealer and arrange for an inspection and correction. The inspection and correction will be performed at no charge to you. We estimate this repair will take

approximately 1.5 hours. However, you may wish to ask your dealer how much additional time will be required to process your trailer.

The enclosed document will serve as an authorization and claim form to have the inspection and correction made. If you no longer own this vehicle or for any reason cannot have this recall service performed, please fill in the appropriate information and return the postage-paid card to us promptly. Should you require any special assistance in obtaining this service or have any questions, please call our special toll-free number established specifically for this purpose: (800)685-6545.

As previously communicated, until your travel trailer is repaired, you should exercise caution while towing it and follow these specific restrictions:

1. Do not load cargo in the rear portion of the travel trailer.
2. Do not exceed a speed of 45 mph.

Again, these are only precautions to be followed until your travel trailer is repaired.

Please remember that the handling performance of a particular travel trailer can be significantly affected by variables such as the tow vehicle, hitch, hitch accessories (e.g., sway controls) and cargo loading practices. The importance of towing your trailer with an appropriate and properly hitched tow vehicle cannot be overemphasized. Your tow vehicle should have a Gross Combined Weight Rating (GCWR) at least equal to the total loaded weight of the tow vehicle and the trailer. Your trailer has a Gross Vehicle Weight Rating (GVWR), and accordingly a maximum allowable loaded weight, of 10,000 lbs. Your tow vehicle owners manual should tell you that vehicle's GCWR and contain the manufacturer's other specific towing recommendations and restrictions.

If a sway condition begins, there is a potential for loss of control of the travel trailer and tow vehicle to suddenly occur. The normal towing practice if you begin to experience some sway is to apply the trailer brakes prior to application of the tow vehicle brakes. Application of the tow vehicle brakes under this condition or attempting to make a correction with the steering wheel can reduce stability, accelerate a sway and could result in loss of control.

If you believe that Holiday Rambler has failed or is unable to remedy the defect without charge or within a reasonable time, then please contact the Holiday Rambler Consumer Affairs Department at 1-800-685-6545 and you may also submit a complaint to the 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
(Washington D.C. area residents may call 202-366-0123).

We certainly regret this inconvenience. However, your safety and
satisfaction are important to us.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/psa

Enclosure

25480.doc

SAFETY RECALL CAMPAIGN 95V-154

INSTRUCTION FOR 1994 35CSSO AND 1995 35WCS

HENSLEY ARROW™ HITCH

I. Hensley Arrow™ installation.

- A. Before installation of the hitch, add a grease fitting to the top center of the ball coupler. (See detail A.) Note: This will allow grease to be added, to lubricate ball coupler after hitch has been installed.
- B. Install the Hensley Arrow™ according to Hensley installation procedure (see Hensley video and literature).
IMPORTANT: Be sure to push strut bar cotter pins on all the way.
- C. Weld along edges of the A-frame strut brackets and ball release on the trailer coupler. (See detail B.)
 - 1. Paint all welds with black paint.
- D. Locate warning plate concerning the Hensley Arrow™ and attach in unobstructed viewing area on the side of the off-door side A-frame, using (4) 3/16" rivets.
- E. The safety chains must be lengthened to compensate for the Hensley Arrow™ hitch. Locate the two sections of chain extension included in your kit and attach to the end of the original safety chain, using the chain connectors provided in the kit.

II. Apply "150 lb. max. this compartment" decal to inside rear storage door.

III. Test drive unit to insure proper operation and function.

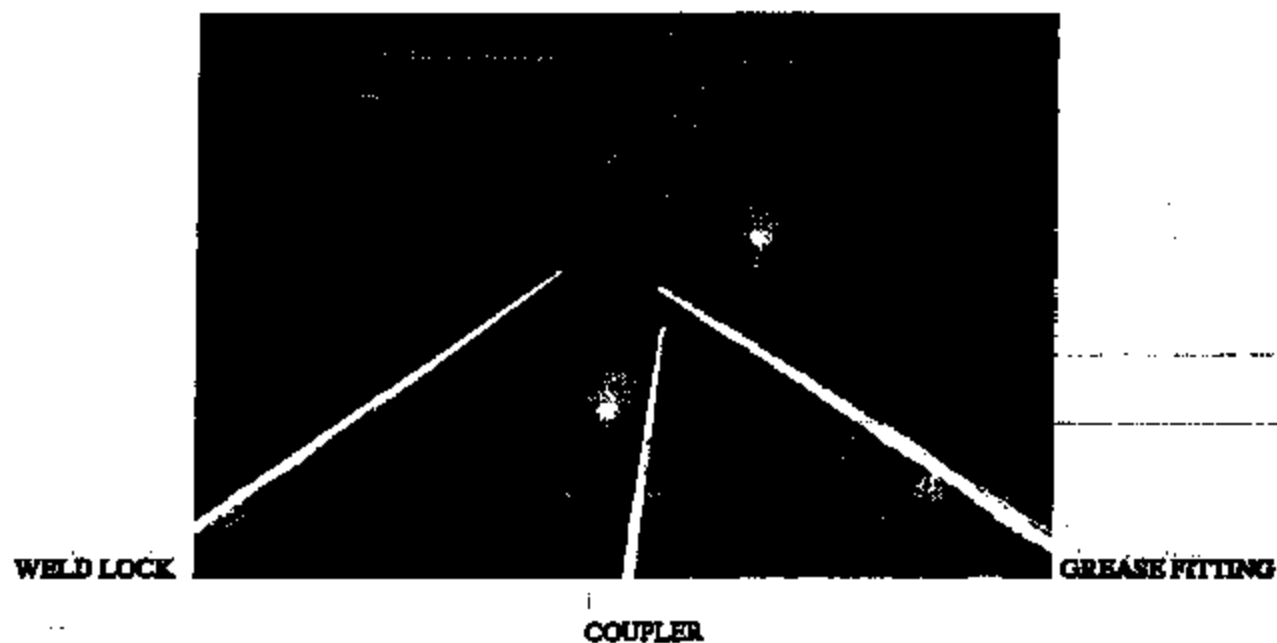
Submit recall claim form to Consumer Affairs using Job Operation 01J50243 for 1995 35WCS and 18430159 for 1994 35CSSO, labor allowance is 1.5 hours.

To obtain the parts listed below, fill out the attached order form and fax a copy to your parts sales representative.

PARTS LIST FOR 35WCS AND 35CSSO

Quantity	Description	Part Number
1	Hensley Arrow™	
1	Grease fitting	19802016
2	Chain connectors	08407705
2	16" 3/8 chain	08407704
1	Warning plates	
1	Weight decals "150 lb. max. this compartment"	

DETAIL A



Insert 3/16 drive grease fitting by making a 5/32 hole in center of ball coupler and tapping fitting in.

DETAIL B

Make hitch permanent by putting several 1.5" long welds around hitch bracket.



ORDER FORM

Date: _____

**HOLIDAY RAMBLER
HENSLEY ARROW**

Confirmation #: _____

DEALER INFORMATION

ATTENTION: _____

COMPANY: _____

ADDRESS: _____

CITY / STATE / ZIP: _____

TELEPHONE: () _____ - _____ FAX: () _____ - _____

CUSTOMER INFORMATION

NAME: _____

ADDRESS: _____

CITY / STATE / ZIP: _____

TELEPHONE: () _____ - _____

The following measurements will help us to determine which hitch bar to ship with your Hensley Arrow.

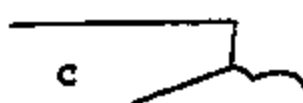
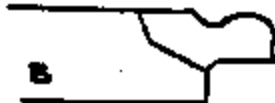
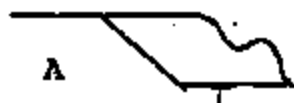
To measure for the hitch bar, your tow vehicle and trailer need to be on a level surface.

1. With the vehicle running, measure the number of inches from parking surface to the inside-top of the 2" square receiver box

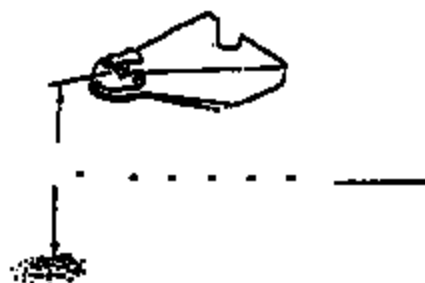


TOW VEHICLE: _____
(i.e. 3/4T suburban, 1/2T pick-up, etc.)

2. Circle the letter for which type of coupler is on your trailer.



3. With the trailer level, measure the number of inches from the top of the trailer coupler to the parking surface



TRAILER SERIAL #: _____
(also trailer length for Hensley reference)

4. Circle the size of frame bracket. 6" 8"

1 9 9 5

HOLIDAY RAMBLER®
ALUMA-LITE®
TRAVEL TRAILERS



Aluma-Lite®



Aluma-Lite® Custom



HOLIDAY RAMBLER®

This is Living.



25CC
Aluma-Lite Only



Notes: Bathroom skylight and picnic kitchen floor are available only on the Aluma-Lite version.



29CF



Notes: These bedroom and shower options are available on both model 29CF and model 31CFS.



31CFS



32WF



35WCS

Aluma-Lite Version Only



HOLIDAY RAMBLER® THIS IS LIVING.™

A wonderful thing happens when you spend some time in a Holiday Rambler® Aluma-Lite® or Aluma-Lite® Custom travel trailer. You tend to forget all the rational reasons you bought it. The slide-out floorplans, the larger bathrooms, the luxurious Custom amenities — all of these features become second nature now.

You're not just enjoying an RV of exceptional styling, comfort, and value. You're living life to its fullest. Working

through the woods. Driving down a country road. Counting the stars at night. Smelling the rain.

That feeling of total joy and freedom is the hallmark of the Holiday Rambler experience. It's what comes from owning a trailer that's so reliable, safe, and comfortable, there's no room left for doubt.

There's only you, that mighty stretch of highway, and whatever's waiting at the other end.

Aluma-Lite®

	25CF	31CF	32WF
GVR ¹	10,000	10,000	10,000
Hack Weight ²	850	950	650
Asclep Weight ³	5,150	4,600	5,150
UVW ⁴	6,000	5,550	6,200
Maximum Carrying Capacity ⁵	4,000	3,600	3,800
Number of Axles	2	2	2
Tire Size	ST225/75R15	ST225/75R15	ST225/75R15
Tire Load Range ⁶	D	D	D
Interior Height	78"	78"	78"
Interior Width	90 3/4"	90 3/4"	90 3/4"
Exterior Width	96"	96"	96"
Overall Length	29'10"	31'10"	32'10"
Overall Height	10'1"	10'9"	10'1"
Hack Height	18"	22"	18"
Gray Tank	32	32	32
Black Tank	32	32	32
Fresh Tank	40	40	40

¹ Gross Vehicle Weight Rating: the maximum allowable total loaded weight of the trailer.

² As measured at the tongue or corner at UVW condition in a level position.

³ As measured at UVW condition in a level position.

⁴ Limited Vehicle Weight: (also referred to as Dry Weight) the approximate weight of the trailer with standard equipment. Dry weight includes any optional equipment, water in the tanks or water heater, or fuel in the L.P. gas compartment.

⁵ Determined by subtracting the UVW from the GVR. This represents the maximum allowable carrying capacity of the trailer without any installed options. Carrying capacity

includes baggage, all other personal equipment, RV loads, installed options, and any special equipment.

⁶ Tire Load Range: C range tires are rated at 1,120 lbs. @ 50 PSI; D range tires are rated at 1,400 lbs. @ 65 PSI.

Note: Weight specs are as defined in RVIA Standard Bulletin No. 102-0588. Remember that carrying capacity will vary, depending on payload or special equipment. The trailer must be properly loaded for safety. Manufacturer's load capacity restrictions and recommendations must be followed.

Preferred Accessory Package

Includes the following items for one money-saving package price.

Four Stabilizing Jacks	.....
Aluminum Bumper Cover	.....
Shock Absorbers	.....
Domestic® 8 Cu. Ft. 2-Way Refrigerator	.....
Sharp® 9 Cu. Ft. Microwave w/Touch Control	.....
10-ft. Ramp Cover	.....
Cable TV Hook-up & Telephone Jacks	.....
Dix-Thump® 150M BTU Air Conditioner w/Ducted Air and Wall Thermostat	.....
No-Fun® Flush Holding Tank Rinsing System	.....
Water Heater Bypass Kit	.....
Color Coordinated Vinyl Patio Covering	.....

	Standard
	Optional
25CF	Optional on this floorplan only

Aluma-Lite® 5-Year Warranty
 Best-Treated Aluminum Roof, Dural Foam, Vapor Barrier, Owens
 Corning® Fiberglas Insulation
 Standard: Smooth, 240 Aluminum Exterior, Dural Corning®
 Fiberglass Insulation, 36" Dural Foam, Vapor Barrier and Vinyl Paneling
 Installed to Secluded Scenery

Roof: Weatherproof 5/8" Ply. Overlaid Cherting® Fiberglass Insulation, Insulated Brown Poly Corkboard
 Color Coordinated Exterior Graphics (Boys/Room in Tan/Blue)
 Front and Rear Molded Fiberglass Caps
 Aluminum Roof
 Vapor Barrier in Roof
 Hydraulic Slide-Out 11CPS
 V-Rite Ramps
 2 1/2" Ball Coupler
 Covered Ramping in Exterior Storage Area
 3,000 Lb. Torsion Axles w/Electric Brakes 25CC
 5,000 Lb. Torsion Axles w/Electric Brakes 25CPS1CPS12W7
 Qualys® Radial Tires
 Stylized Spoke Wheels (4)
 Spare Tire and Wheel w/Center Under Floor
 Large Trunk Storage Area

Dramatic 6-Co. R. 3-Way Radiometer
 17" Wedgebeam® High Output 3-Beam Range
 Wire Prep for Microwave
 Range Hood w/11 Volts Fan
 System Monitor Panel
 Window® TV Antenna & Remote w/PV Recept. & TV (incl.)
 AM/FM Electronic Tune Stereo Cassette w/Two Speakers
 Wire Prep for VCR
 RCA® 17" ACDC Color TV w/Remote Control (Living Area) 25CC25CPS12W7
 Sharp® 17" Color TV w/Remote Control (Living Area) 31CPS
 RCA® 17" ACDC Color TV w/Remote Control (Bedroom) 31W7
 RCA® 17" ACDC Color TV w/Remote Control (Bedroom) 25CC25CPS12W7
 Coffee Maker 25CPS1CPS12W7

Telesat® Hardware on Overhead Doors and Positive Closures on All Other Doors
 Poly Kitchen Sink Covers
 Charming Extension 25CC
 Medicine Cabinet
 Linen Wastebasket(s)
 TV Shelf in Bedroom
 Full Length Dressing Mirror
 Door Mirror

Cabinet: Square Island Panel, Automatic Hot Oak
 Decor: Rust Woven, Edge Velvet, Blue Woven, or Tied Velvet
 Window Treatment: Venetian Blind and Valance Throughout
 Decorative Drapery Panels in Living Room and Bedroom
 Camperette: Luminous w/Wood Edging in Kitchen
 Luminous in Bedroom
 Bedspread(s)
 Headboard(s)
 Pillow(s) Easy Bed Sleeper Sofa w/Throw Pillows
 Pillow(s) Settee, Barstool Chair 25CC
 Booth Dinette 25CPS1CPS12W7

Free-standing Dinette Table w/Two Chairs 25CPS1CPS12W7
 Additional Free-standing Dinette Chair
 Caspering and Pad (Living Area, Hallway, Bath & Bedroom)
 Lockdown (Kitchen & Entry Door)

40 Amp 12V Power Converter
 36 Amp 120V Distribution Panel and Cords
 12V Trojan Deep Cycle Battery
 Two 12V Trojan Deep Cycle Batteries
 12V Manual Battery Disconnect Switch
 Park Light, 120V Exterior Recept, Utility Service Light and Entry Step Light
 12V Incandescent Ceiling Light
 Decorative Dinette Light 25CPS1CPS12W7
 Bath Light(s)
 Decorative Wall Light(s) in Bedroom
 Hatch Light and Trunk Light

31M HTU Electronic Ignition, Remote 25CC25CPS
 31M HTU Electronic Ignition, Remote 31CPS12W7
 Under Floor Ducted Heating System
 17V Roof Vent in Bedroom
 Forest® 12V Air-Flow Fan w/Full Thermostat
 Roof Vents
 Wind for Air Conditioner (Non Ducted)

Double Handle Kitchen Faucet
 Stainless Steel Kitchen Sink
 Demand Water System w/Hot/Water Pump
 6-Gallon L.P. Gas Water Heater w/Thermostatic Ignition (DSI)
 6-Gallon L.P. Gas Electric Water Heater w/Thermostatic Ignition (DSI)
 Phoenix One-piece Tub/Shower w/Vinyl Curbs and Liner
 Thermal® Toilet
 Two 30 Lb. L.P. Tanks w/Automatic Changeover
 Whetstone

Ran Extinguisher
 Dry-Bulk Lock(s)
 120V GFI Circuit (Kitchen, Bath, Storeroom)
 Emergency Switch
 L.P. Gas Detector
 Smoke Detector
 Safety Chains
 Egress Window(s)

Safety Glass Injection Window w/Flash Mount Front Travel Awning
 Safety Glass Radiant Heating Window on Side of Unit
 12" Main Entrance Door 25CC25CPS
 12" Main Entrance Door 31CPS12W7
 Rear Entrance Door ??

† Some equipment requires slide windows. †† Not available with exit lock.

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The information printed in this brochure reflects product design, fabrication and component parts at the time of printing. The manufacturer reserves the right, at any time, to make changes in product design or material or component specifications as it sees proper, without notice. This includes the substitution of components of a different brand or grade which will result in comparable performance. All information printed in this brochure is subject to change after the time of printing.

Aluma-Lite® Custom

Aluma-Lite Custom	31CPS	31WV	31WCS
GVWR ¹	10,000	10,000	10,000
High Weight ²	950	950	920
Asht(s) Weight ³	6,800	6,800	6,800
GVW ⁴	7,550	7,550	7,800
Maximum Carrying Capacity ⁵	2,450	2,450	2,200
Number of Axles	2	2	2
Tire - Size	ST225/75R15	ST225/75R15	ST225/75R15
Tire Load Range ⁶	D	D	D
Interior Height	78"	78"	78"
Interior Width	90.75"	90.75"	90.75"
Exterior Width	96"	96"	96"
Overall Length	31'10"	31'10"	31'10"
Overall Height	10'5"	10'5"	10'5"
Hitch Height	22"	22"	22"
Clear Tank	32	32	32
Black Tank	32	32	32
Fresh Tank	40	40	40

¹ Gross Vehicle Weight Rating: the maximum allowable total loaded weight of the trailer.

² As shown and as the length as couple at GVW condition in a level position.

³ As measured at GVW condition in a level position.

⁴ Unloaded Vehicle Weight (also referred to as Dry Weight) the approximate weight of the trailer with standard equipment. Dry weight includes any optional equipment, water in the tanks in water tanks, or gas in the L.P. gas tank.

⁵ Determined by subtracting the GVW from the GVWR. This represents the maximum available carrying capacity of the trailer without any trailer options. Carrying capacity

includes tongue, all other personal equipment, RV data, installed systems, and any special equipment.

⁶ The Load Range C range shows rated at 1,150 lbs. @ 30 PSI; D range shows rated at 1,500 lbs. @ 30 PSI.

Note: Weight limits are as defined in NFPA Standard Bulletin No. 909-0000. Remember that carrying capacity will vary depending on payload or special equipment. Load capacity and other data is properly qualified as maximum performance and safety. Manufacturer's load capacity restrictions and recommendations must be followed.

Preferred Accessory Package

Includes the following items for one economy-saving package price:

Employed Aluminum Underbody E.O. Standard Woven

Poly Underbody

Sharp® 1.1 Cu. Ft. Microwave w/Touch Control

Cable TV Hook-up & Telephone Jacks

Day/Night Pleated Shades in Living Room and Bedroom

Plank Kitchen Floor

Two 5V Trojan Deep Cycle Batteries

Research® LRV Acid Res. w/Full Thermostat

Day/Therm® 15,000 BTU Air Conditioner w/Ducted Air and

Wall Thermostat

Water Heater Bypass Kit

Thailand Skylight in Bath Area

Only Conditioned Acrylic Paint Finishing Exterior Cover

Wet/Paid Ceiling

Hydraulic Slide-Out

V-Rite Bumper

Aluminum Bumper Cover

2-1/2" Ball Coupler

Power Hitch Jack

Covered Flooring in Bedroom Storage Area

5,000 Lb. Tandem Axle w/Brake Buses

MCBryde® Bumpers (May Increase Overall Height)

Goodyear® Radial Tires

Spindle Spring Wheels (4)

Spac-Tite and Ward w/Chairs Under Frame

Shock Absorbers

Large Tank Storage Area

Domestic® 8 Cu. Ft. 2-Way Refrigerator

Domestic® 8 Cu. Ft. 2-Way Refrigerator w/Freezer

Stylish Mirror Refrigerator Door Panels

21" Wedgwood® High Output 3-Burner Range

Wire Prep for Microwave

Sharp® 9 Cu. Ft. Convection Microwave w/Touch Control

Range Hood w/2 Vol. Fan

Bi-fold Range Cover

Spac Monitor Panel

Whisper® TV Antenna & Receiver w/LV Receiver & TV Jack(s)

Wire Prep for VCR

AMFM Electronic Tune-Sweep Stereo w/Four Speakers

RCA® 13" ACDC Color TV w/Remote Control

(Living Area)

Sharp® 17" Color TV w/Remote Control

(Living Area)

RCA® 13" ACDC Color TV w/Remote Control

(Bedroom)

Standard	Optional
29CPS	Optional on this floorplan only

Alumaliner® Superstructure w/5-Year Warranty

Roof: Tapered Aluminum Roof, Bow Form, Vapor Barrier,

Odor-Resistant Fiberglass Insulation

Shingles: Smooth, 30" Aluminum Exterior, Odor-Resistant

Fiberglass Insulation, 1/4" Bow Form, Vapor Barrier and Vinyl

Paneling Laminated in Structural Structures

Floor: Vinyl/Laminate® 1/4" Bow Form, Odor-Resistant Fiberglass Insulation,

Enclosed Woven Poly Underbody

Color Coordinated Exterior Graphics (Tapered or Bow)

Front and Rear Molded Fiberglass Caps

Rear Stabilizing Jacks

Aluma-Lite® Custom (continued)

RCN® 17" AQDC Color TV w/Remote Control 28CF111CSB
 (Bedroom)
Decorative Wall Clock
Coffee Maker

Headboard End Panels on Overhead Cabinet
Telescope® Hardware on Overhead Door and Positive Catches on
All Other Doors
Decorative Glass Doors (Living Area) 28CF127W13WCS
Poly Kitchen Sink Cover
Coupons/Emulsion 33WCS
Pantry w/Shelves 13WCS
Medicine Cabinet
Land Wardside(s)
TV Shelf in Bedroom
Full Length Dressing Mirror
Dance Mirror

Cathedral Cattedral Railed Panel on Upper Cabinet, Square Railed
Panel on Lower Cabinet, Antares Hard Oak or Golden Maple
Doors: Teak Woven, Blue Woven, or Teal Woven
Window Treatments: Venetian Blinds and Valances Throughout;
Decorative Lattice Panels in Living Areas and Bedrooms
Bedroom(s)
Headboard(s)
Flower® Easy Bed Slipper Sofa w/Throw Pillows
Flower® Magic Bed Slipper Sofa w/Throw Pillows
Flower® Shovel Bed Chair 31CF111W13WCS
Flower® Serial Recliner Chair 39WCS
Flower® Dining Table w/Two Chairs
Break Dining
Additional Flower® Dining Chair
Carpeting and Pad (Living Area, Hallway, Bath & Bedrooms)
Luxurious (Kitchen & Entry Door)

30 Amp 12V Power Converter
30 Amp 12V Distribution Panel and Cord
12V Trojan Deep Cycle Battery
12V Manual Battery Disconnect
Push Light, 12V Electric Recept, Utility Service Light and
Emergency Light
Flash Light and Torch Light
Exterior Storage Light
Exterior Security Light
12V Incandescent Ceiling Light w/Wood Trim

Fluorescent Light in Ceiling
Decorative Direct Light
Bath Ceramic Light
Decorative Light in Living Area
Decorative Wall Light in Bedroom

Electronic Ignition Furnace 11M BTU 28CF
Electronic Ignition Furnace 13M BTU 31CF127W13WCS
Electronic Ignition Furnace 40M BTU 35WCS
Under Floor Ducted Heating System
Roof Vents
12V Roof Vent in Bedroom
12V Roof Vent E.O. Standard
Wind for Air Conditioner (Not-dated)

Single Lower Kitchen Faucet
Stainless Steel Kitchen Sink
Water Filter in Kitchen
No-Pop® Flush Holding Tank Raising Spacing
Drainage Water System w/Handle® Pump
4-Column L.E. Gas Water Heater w/Electronic Ignition (ESI)
6-Column L.E. Gas/Electric Water Heater w/Electronic Ignition (ESI)
Flange One-piece Toilet/Hurricane
Clear Shower Door
Thermostatic® Toilet w/Spacer
Two Enclosed 30 Lb. L.P. Tanks w/Automatic Chilling/Freezing
Wardens

Fluor® Refrigerator
Dishwasher (Lack®)
120V GFI Circuit (Kitchen, Bath, Laundry)
Breakaway Switch
L.P. Gas Detector
Smoke Detector
Security Chain
Open Window(s)

Entry Glass Hurricane Window w/Flank Mount From Third Awning
Entry Glass Hurricane Window on Side of Unit
20" Main Entrance Door 28CF
30" Main Entrance Door 31CF127W13WCS
Rear Emergency Door (†)

† Some floorplans require other windows. †† Not available with entry door.


HOLIDAY RAMBLER
This is Country

APPENDIX

"A-2"

1996

HOLIDAY
RAMBLER

Aluma-Lite & Aluma-Lite Custom
TRAVEL TRAILERS



Aluma-Lite Custom Travel Trailer (Customs Plus Exterior Graphics)



Aluma-Lite Travel Trailer (Standard Plus Exterior Graphics)



HOLIDAY RAMBLER

This is Living.

1996 HOLIDAY RAMBLER® Aluma-Lite® & Aluma-Lite® Custom Travel Trailer

Floorplans

1996 Aluma-Lite® Custom Travel Trailer

"Superior styling, comfort and value."

- Aluma-Lite® aluminum with 5-year warranty.
- New front molded one-piece fiberglass cap with enclosed LP tanks.
- New, improved slide-out awnings with larger windows, tighter weather seals, a smoother glide system, stronger aluminum extensions, and no center dividers.
- Color coordinated exterior graphics and wiring.
- Fiberglass insulated, enclosed aluminum underbelly.
- Full-height, fiberglass one-piece tub and shower with ceiling light.
- Optional outside shower.
- Linoleum bathroom floor.
- New soft Polyfib ceiling.
- New seal-flush front travel sewing.
- Large exterior trunk.
- Safety glass windows.
- Solid oak raised panel doors.
- Smooth D40 aluminum sidewalls.
- Formica® laminate.
- 10" frame with 6" drawers.
- Available in 29', 27', 29', 31', 32', and 35' lengths.



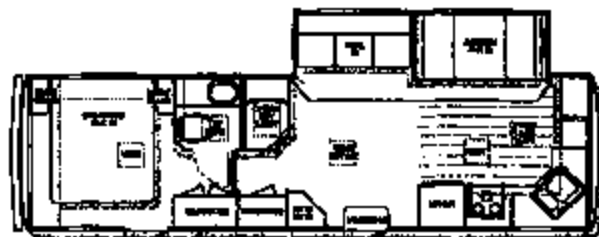
25CC (Aluma-Lite)



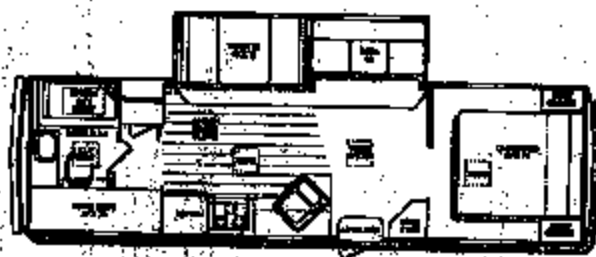
27CC (Aluma-Lite)



29CF (Aluma-Lite)



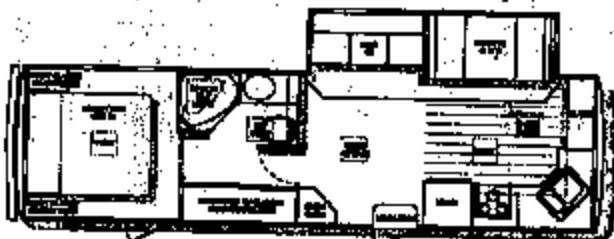
31CFS (Aluma-Lite and Aluma-Lite Custom)



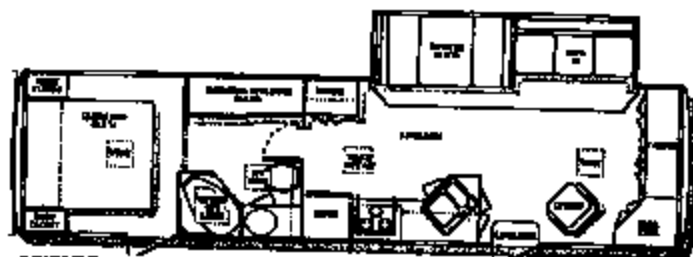
32RCS (Aluma-Lite and Aluma-Lite Canon)



32WF (Aluma-Lite)



32WFS (Aluma-Lite Canon)



35WCS (Aluma-Lite)

"Affordable luxury."

- Aluma-Lite® appearance with 5-year warranty.
- Front locked one-piece fiberglass cap with hinged LP tank door.
- New, improved slide-out areas with larger windows, tighter weather seals, a smoother glass system, storage aluminum extrusions, and no center divider.
- Color coordinated exterior graphics and awning.
- Fiberglass insulated, enclosed aluminum underbody.
- Full-height, fiberglass one-piece ash and shower with ceiling light.
- Optional outside shower.
- Linoleum bathroom floor.
- New soft Polyfab ceiling.
- New toe kick below kitchen sink.
- Large exterior trunk.
- Safety glass windows.
- Solid oak or maple cathedral raked panel doors.
- Smooth, 0.40 aluminum slides with Flexsteel® furniture.
- Plank kitchen flooring optional.
- 10" frame with 6" drawers.
- Available in 31' and 32' lengths.

Living Room Options

Note: Plank kitchen floor is available only on the Aluma-Lite Canon.



25CC, 27CC,
29CR, 31CFS



27CC



32WF, 32WFS



35WCS

Domestic 6 Cu. Ft. 2-Way Refrigerator
 17" Weighroom® High Output 3-Burner Range
 Winc Pop for Microwave
 Sharp® 9 cu. ft. refrigerator with two doors
 Range Hood w/12 Volt Fan
 System Monitor Panel
 Wincpop® TV Antenna & Booster w/12V Recept. & TV Jack(s)
 AM/FM Electronic Tune-Stereo Cassette w/Power Speakers
 Winc Pop for VCR
 RCA® 13" AQDC Color TV w/Remote Control, P.M. and Weather
 (Living Area) 2500Z700
 Sharp® 19" Color TV w/Remote Control
 (Living Area) 280Y311C832WFF31RCS31WCS
 RCA® 13" AQDC Color TV w/Remote Control, P.M. and Weather
 (Bedroom) 32WFF31RCS31WCS
 GE® 19" AQDC Color TV w/Remote Control
 (Bedroom) 2500Z700Z80F11C83
 Coffin Mates 280Y311C832WFF31WCS

Cabinets: Square Edged Panels, Antique Ham Oak
 Dances: Rose, Rose Orchid, Catalina Blue, or Island Teal
 Window Treatments: Venetian Blinds and Valances Throughout
 Decorative Drapery Panels in Living Room and Bedroom
 Pile of Day/Night Shades in Living Area and Bedroom
 Countertops: Laminated w/Wood Edging in Kitchen
 Laminates in Bathrooms
 Bedrooms(s)
 Headboard(s)
 Twin Bed w/Nightstand 2500Z700Z80F11C83
 Twin Bed w/Worktop 32WFF31WCS
 Floater® Easy Bed Sleeper: Soft w/Boilers
 Floater® High-A-Bed Sleeper: Soft w/Two
 These Pillows 31C832WFF31RCS31WCS
 Floater® Serial Bed Chair 2500Z700
 Booth Dinette 2700Z80F31C832WFF31WCS
 Pressurizing Deep Leaf Dinette Table w/Two
 Wood Chair 2700Z80F31WCS
 Pressurizing Trunk Dinette Table w/Two
 Wood Chair 31C832WFF31RCS31WCS
 Additional Folding Wood Dinette Chair
 Cupboard and Pad (Living Area, Hallway & Bedroom)
 Cupboard and Pad (Bathroom) 32WFF31WCS
 Linoleum (Bathroom) 2500Z700Z80F11C832WFF31WCS
 Linoleum (Kitchen & Entry Door)
 Tiltout® Headrest on Overhead Drape and Positive Catch
 on All Other Doors
 Poly Kitchen Sink Cover (Small Basin)
 Poly Kitchen Sink Cover (Large Basin)
 Countertop Extension 2500Z700Z80F11C832WFF31WCS
 Kitchen Waste Bin(s)
 Medicine Cabinet
 Linen Wagon(s)
 TV Shelf in Bedroom
 Full Length Dressing Mirror
 Dress Mirror
 Key Storage

12V Trojan® Deep Cycle Battery
 Two 6V Trojan® Deep Cycle Batteries
 12V Manual Battery Disconnect Switch
 Patch Light, 120V Battery Recept., Utility Service Light
 and Emergency Light
 12V Incandescent Ceiling Light
 Fluorescent Ceiling Light
 Decorative Light
 Bath Ceramic Light
 Hitch Light and Trailer Light

304 STU Electronic Ignition Furnace
 2500Z700Z80F31C832WFF31WCS
 404 STU Electronic Ignition Furnace 35WCS
 Under Floor Ducted Heating System
 12V Roof Vents in Bathrooms
 Formica® 12V Aisle Fan w/Wall Thermostat
 Deck, Bedroom, Living Area, or Kitchen
 Roof Vents
 Wind for Air Conditioner (Non-Ducted)

Double Handle Kitchen Faucet
 Stainless Steel Kitchen Sink
 Drapery Water System w/Sharp® Water Pump
 4-Gallon L.P. Gas Water Heater w/Electronic Ignition (DSI)
 6-Gallon L.P. Gas Water Heater w/Electronic Ignition (DSI)
 Fluorapat One-piece Toilet/Shower
 Folding Shower Door
 2500Z700Z80F31C832WFF31RCS31WCS
 Glass Shower Door 2500Z700Z80F31C832WFF31RCS31WCS
 ThermaP Toilet
 Two Enclosed 30 Lb. L.P. Tanks w/Automatic Changeover
 Outside Shower
 Whetstone

Ray Springmaker
 Headrest Lock(s)
 120V CFI Circuit (Kitchen, Bath, Exterior)
 Bedroom Switch
 L.P. Gas Detector
 Smoke Detector
 Safety Chains
 Ropes Windows(s)

Safety Glass Jalousie Window w/Flush Mount Frame
 Travel Awning
 Safety Glass Jalousie Window on Sides of Unit
 12" Main Entrance Door 2500Z700Z80F11C832WFF31RCS31WCS
 36" Main Entrance Door 31C832WFF31RCS31WCS
 24" Rear Entrance Door 31C832WFF31RCS31WCS
 24" Rear Entrance Door 2500Z700Z80F11C832WFF31RCS31WCS
 Tilted Skylight in Bedroom
 Canvas Color Coordinated Acrylic Patio Awning w/Metal Cover
 Awning Over Slide-Out

40 Amp 12V Power Converter
 30 Amp 120V Circuit Breaker Panel and Cord

† Some fixtures require slide windows.
 ‡ Not available with certain beds.

Aluma-Lite®

	29CC	27CC	29CP	31CPS	32WP	32CS	35WCS
GVWR ¹	8,000	10,000	10,700	10,000	10,000	10,000	10,000
High Weight ²	550	N/A	300	950	650	815	1,300
Asiad Weight ³	4,750	N/A	5,380	6,600	5,530	6,825	7,900
UVW ⁴	5,300	N/A	5,580	7,550	6,200	7,650	8,900
Maximum Carrying Capacity ⁵	3,700	N/A	4,000	3,450	3,800	3,750	1,500
Number of Axles	2	2	2	2	2	1	3
Trail Size	5712/57915	5712/57915	5712/57915	5712/57915	5712/57915	5712/57915	5712/57915
Time Load Range ⁶	C	D	D	D	D	D	D

Interior Height	78"	78"	78"	78"	78"	78"	78"
Interior Width	90.75"	90.75"	90.75"	90.75"	90.75"	90.75"	90.75"
Exterior Width	90"	90"	90"	90"	90"	90"	90"
Overall Length	26'2"	27'10"	29'10"	31'10"	32'10"	33'10"	35'10"
Overall Height (Includes A/C)	10'11"	10'11"	10'11"	10'5"	10'11"	10'5"	10'5"
High Height	18"	18"	18"	22"	18"	12"	22"

Gray Tank	32	32	32	(2)32	32	32	32
Black Tank	32	32	32	32	32	32	32
Fresh Tank	40	40	40	40	40	40	40

¹ Gross Vehicle Weight Rating: the maximum allowable total loaded weight of the trailer.

² As measured on the tongue or couple in UNW condition in a level position.

³ As measured in UNW condition in a level position.

⁴ Extended Vehicle Weight (also referred to as Dry Weight): the approximate weight of the trailer with standard equipment. Does not include any optional equipment, extra battery units or water heaters, as per the LTV per manufacturer.

⁵ Determined by subtracting the GVW from the GVWR. This represents the maximum weight carrying capacity of the trailer without any payload weight. Carrying capacity includes tongue weight, all other payload, equipment, RV loads, installed options, and any special equipment.

⁶ Dry Load Range: 5712/57915 C range time per road on 1,100 lbs. 6.50 PSI, 5712/57915 D range time per road on 1,100 lbs. 6.50 PSI.

Notes: Weight values are as defined in RVMA National Rules in RVMA 4000. Remember that carrying capacity will vary depending on up load or special equipment. For vehicle and trailer use for properly equipped for ultimate performance and safety. Manufacturer's load capacity restrictions and actual weights are very important.

Preferred Accessory Package

Includes the following items for one money-saving package price.

- Pair Nubling Jacks
- Aluminum Backup Cover
- Shock Absorbers
- Dometic® 6 Cu. Ft. 2-Way Refrigerator
- Sharp® 9 Cu. Ft. Microwave w/Touch Control
- 3-Wheel Ramp Cover
- Cable TV Hookup & Telephone Jacks
- Duo Therms® 15.0M BTU Air Conditioner w/Ducted Air and Wall Thermostat
- No-Tux® Fresh Holding Tank Blowing System
- Water Filter Bypass Kit
- Color Coordinated Vinyl Felt Awning

- Aluminum® Signatures w/3-Year Warranty
- 10' Main Frame
- Tapered Aluminum Roof w/Extruded Insulation
- Smooth .040 Aluminum Exterior Siding
- Interior Paneling w/3" Insulation
- Weycoaster® 5/8" Flaming w/Enclosed Aluminum Underbody
- Color Coordinated Exterior Graphics (Optional: Red, Camo, Blue or Island Test)
- Front and Rear Molded Fiberglass Caps
- Soft Polyrib Coating
- Hydraulic Slide-Out
- V-Tube Pump
- 2-5/16" Ball Coupler
- Coupled Flooring in Exterior Storage Area
- 3,500 Lb. Tandem Axles w/Electric Brakes
- 5,000 Lb. Tandem Axles w/Electric Brakes
- 29CF/31CPS/32WP/33PCS/35WCS
- Quikrete® Radial Tire
- Spiked 15" Sport Wheels (Including Spare)
- Spare Tire and Wheel w/Carrier (Under Frame)
- Large Tank Storage Area
- Lighted Power Hitch Jack

Standard	Optional
19CF-Optional on this Sample only	

Ahama-Lite® Custom

	31CF8	31WP8	32BC8
GVR ¹	10,500	10,000	10,000
Hitch Weight ²	950	1,180	825
Asht ³ Weight ⁴	6,600	6,890	6,825
UVB ⁵	7,550	8,070	7,690
Maximum Carrying Capacity ⁶	2,450	1,930	2,350
Number of Axles	2	2	2
Tires - Size	ST225/75R15	ST225/75R15	ST225/75R15
Tire Load Range ⁷	D	D	D

Interior Height	78"	78"	78"
Interior Width	90.75"	90.75"	90.75"
Exterior Width	96"	96"	96"
Overall Length	31'10"	32'10"	32'10"
Overall Height* (includes A/C)	10'3"	10'3"	10'3"
Hitch Height ⁸	22"	22"	22"

Chevy Tank	32	32	32
Black Tank	32	32	32
Fresh Tank	40	40	40

¹ Gross Vehicle Weight Rating: the maximum allowable total loaded weight of the vehicle.

² As measured at the hitch on a level or U/VW condition in a level position.

³ As measured at U/VW condition in a level position.

⁴ Unloaded Vehicle Weight (also referred to as Dry Weight): the approximate weight of the vehicle with standard equipment. Does not include any optional equipment, water, water tanks, or gas in the L.P. gas cylinders.

⁵ Determined by subtracting the UVW from the GVR. This represents the maximum available carrying

capacity of the vehicle without any loaded system. Carrying capacity includes luggage, electronic equipment, RV tools, installed options, and any special equipment.

⁶ Tire Load Range: ST225/75R15 D tires are standard. LRD is 6-10 PSI.

⁷ MCWV: Add 2" to height.

⁸ Note: Weight shown is as shown in 2004 Standard Edition for 145-150 lbs. Exceeding this capacity will void warranty on system or special equipment. Tire weight and other information is provided for reference only. Manufacturer's load capacity must not be exceeded.

Preferred Accessory Package

Includes the following items for one primary pricing package price.

- Stargate 1.2 Cu. Ft. Microwave w/Touch Control
- Cable TV Hookup & Telephone Jacks
- Day/Night Phased Shades in Living Room and Bedroom
- Plank Kitchen Floor
- Two 6V Trojan® Deep Cycle Batteries
- Four 12V Acid Box w/Full Thermometer (Batteries)
- Two 1500 BTU Air Conditioners w/Deodor Air and Wall Thermostat
- Water Heater Bypass Kit
- Tinted Skylight in Bath Area
- Color Coordinated Acrylic Deck Awning w/Retract Cover

- Aluminum® Superstructure w/5-Year Warranty
- 10' Main Frame
- Tapered Aluminum Roof w/Flashing Insulation
- Roofs: 040 Aluminum Exterior Siding
- Interior Paneling w/1/4" Insulation
- Weyerhaeuser® 5/8" Flooring w/Insulated Aluminum Underlayment
- Color Coordinated Exterior Caps (Shower Area, Placemat Area or English Cotton)
- Front and Rear Molded Bumper Caps
- Four Stabilizing Jacks
- Soft Polyethylene Ceiling
- Hydraulic Slide-Out
- V-Tube Bumper
- Aluminum Bumper Cover
- 2-3/16" Ball Chaper
- Lighted Power Hitch Jack
- Covered Flooring in Exterior Storage Area
- 5,000 Lb. Throttle Axle Reflective Bolts
- Conquest® Rubber Tires
- Styled 15" Spun Wheels (Including Spares)

☐ Standard
☐ Optional
 31CF8- ☐ Optional on late floorplans only

Space Tire and Wheel w/Carrier Under Frame
 Shock Absorbers
 Large Trunk Storage Area

Domestic® 8 Cu. Ft. 2-Way Refrigerator
 Domestic® 4 Cu. Ft. 2-Way Refrigerator w/Freezer
 Stained Mirror Refrigerator Door Panel
 11" Wedgewood® High Capacity 3-Burner Range
 Wipe Prep for Microwave
 Sharp® 9 Cu. Ft. Convection Microwave w/Touch Control
 Range Hood w/12 Volt Fan
 Bi-fold Range Cover
 System Monitor Panel
 Wharfedale® TV Antenna & Booster w/12V Recept & TV Jack(s)
 Wiring Prep for VCR
 AM/FM Electronic Tune Stereo Cassette w/Two Speakers
 Sharp® 15" Color TV w/Remote Control 11CPS/1WPS/1RCS
 RCA® 15" ACDC Color TV w/Remote Control, FM and Stereo 11CPS/1WPS/1RCS
 GE® 15" ACDC Color TV w/Remote Control (Bedroom) 11CPS/1WPS/1RCS
 Coffin Maker 11CPS/1WPS/1RCS

Cabinets: Customized Raised Panel on Upper Cabinets,
 Square Raised Panel on Lower Cabinets, Autumn Haze Oak
 or Golden Maple
 Decor: Rose, Shadow Rose, Rustation Elm, English Cherry
 Window Treatments: Venetian Blinds and Valances Throughout
 Laminates in Living Room and Bedroom
 Bedroom(s)
 Howland(s)
 Twin Beds w/Nightstand 11CPS
 Twin Beds w/Wardrobe 11CPS
 Fleeter® Easy Bed Sleeper Sofa w/Booster
 Fleeter® High-A-Back Sleeper Sofa w/Two
 Taper Pillows 11CPS/1WPS/1RCS
 Recliner® Spiral Barrel Chair 11CPS/1WPS/1RCS
 Bookshelves
 Framed Dining Table w/Two
 Wood Chair 11CPS/1WPS/1RCS
 Additional Folding Wood Dining Chair
 Carpeting and Pad (Living Area, Hallway & Bedroom)
 Carpeting and Pad (Bathroom) 11CPS
 Linoleum (Bathroom) 11CPS/1WPS/1RCS
 Linoleum (Kitchen & Entry Door)
 Hardwood End Panels on Overhead Cabinets
 Teleset® Hardware on Overhead Doors and Pocket Catches on
 All Other Doors
 Toe Kick Below Kitchen Sink
 Decorative Glass Drape (Living Area) 11CPS
 Poly Kitchen Sink Cover (Small Basin)
 Poly Kitchen Sink Cover (Large Basin)
 Churnerup Enclosure 11CPS
 Kitchen Waste Basket
 Laminated Bathroom Countertop
 Medicine Cabinet
 Lined Wardrobe(s)
 TV Shelf in Bedroom
 Full Length Dressing Mirror
 Door Mirrors
 Key Storage

30 Amp 12V Power Converter
 30 Amp 12V Distribution Panel and Cord
 12V Trojan® Deep Cycle Battery
 12V Manual Battery Disconnect
 Patch Light, 12V Exterior Recept, Utility Service Light and
 Entry Step Light
 Night Light and Trunk Light
 Dryer Storage Light
 Battery Security Light
 12V Incandescent Ceiling Light w/Wood Trim
 Fluorescent Light in Ceiling
 Decorative Light
 Bath Composite Light
 Decorative Light in Living Area

504 BTU Electronic Ignition Furnace
 Under Floor Forced Heating System
 Roof Vent
 12V Roof Vent in Bathroom
 12V Roof Vent, R.O. Stanchion (Kitchen, Bedroom, or Living Area)
 Fanless® 12V Arctic Fan w/Wall Thermostat
 Fanless® 12V Arctic Fan w/Living Area
 Wind for Air Conditioner (Non-Ducted)

Single Lower Kitchen Faucet
 Stainless Steel Kitchen Sink
 Water Filter in Kitchen
 No-Pan® Push Holding Tank Rinsing System
 Diamond Water System w/Starfish® Pump
 4-Gallon L.P. Gas Water Heater w/Electronic Ignition (DSI)
 5-Gallon L.P. Gas/Electronic Water Heater w/Electronic
 Ignition (DSI)
 Flangeless One-piece Toilets
 Glass Shower Door
 Therma® Toilet w/Spacer
 Ten Enclosed 30 Lb. L.P. Tanks w/Automatic Chargeover
 Outside Shower
 Wasteline

Re Extinguisher
 Deadbolt Lock(s)
 12V ON Circuit (Kitchen, Bath, Exterior)
 Breakaway Switch
 L.P. Gas Detector
 Smoke Detector
 Safety Chain
 Egress Window(s)

Safety Glass Jalousie Window w/Flash Mount Panel
 Taper Awning
 Safety Glass Jalousie Windows on Side of Unit
 30" Main Entrance Door 11CPS/1WPS/1RCS
 26" Rear Entrance Door 11CPS/1WPS/1RCS
 Awning Over Slide-Out

† Some floorplans require other windows. †† Not available with twin beds.

HOLIDAY RAMBLER
This is living

The information printed in this brochure reflects product design, fabrication and component parts as of date of printing. The manufacturer reserves the right, at any time, to make changes in product design or material or component specifications to its sole option, without notice. This includes the substitution of components of equivalent brand or make name which will result in comparable performance. All information printed in this brochure is subject to change after the date of printing.

Some features shown or mentioned in this brochure are optional and may only be available in selected geographic areas. Photographs may show parts or accessories that are not standard equipment on Holiday Rambler models.

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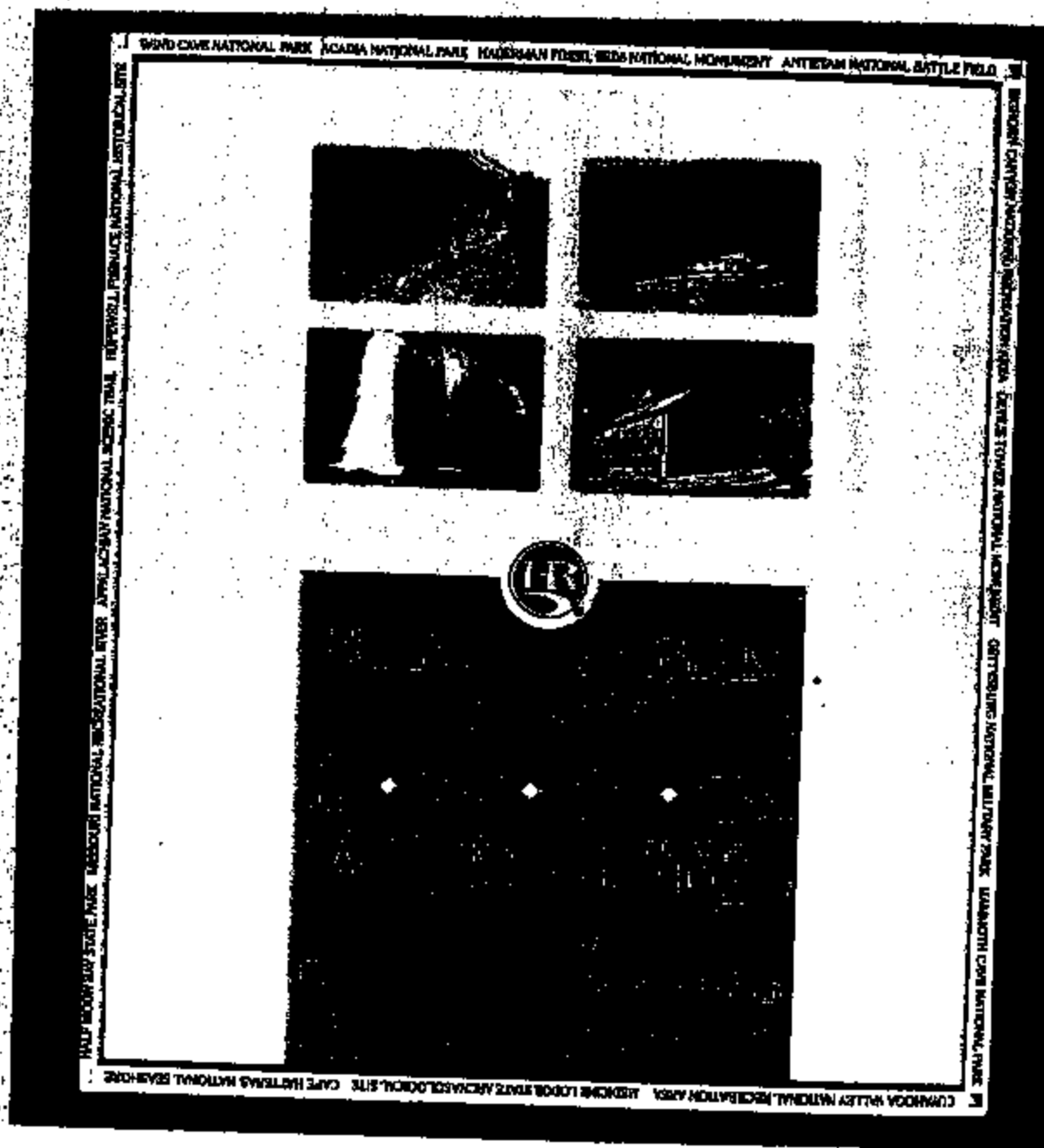


Holiday Rambler, 60786 Steen Road SE, P.O. Box 405, Walker, Indiana 46788-0405

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APPENDIX

"B-1"



TOWING, LEVELING, AND STABILIZATION

Whenever uncertain it is always a good idea to request additional instructions or advice.

TRAILER CLASSIFICATION

Class 1

All types of trailers with a gross weight (trailer weight including load) not exceeding 2000 lbs.

Class 2

All types of trailers with gross weight (trailer weight including load) over 2000 lbs. and not exceeding 3500 lbs.

Class 3

All types of trailers with a gross weight (trailer weight including the load) over 3500 lbs. and not exceeding 5000 lbs.

Class 4

All types of trailers with the gross weight (trailer weight including load) over 5000 lbs. and not exceeding 10,000 lbs.

FRAME EQUALIZATION HITCH

Travel Trailers

A frame equalizing hitch is the only type we recommend. It distributes the trailer's tongue weight to both the front and rear wheels of the tow vehicle. By adjusting the chain links, the spring or torsion bar, the tow vehicle and trailer are made to ride in the correct position. The result is an easier riding tow vehicle and a better towing trailer.

Information regarding the mandatory hitch classification and hitch ball diameter required for proper towing of your trailer is permanently marked on your trailer's coupler.

Your dealer should check hitch ball height. Improper height may cause sway and other undesirable towing characteristics. Ask your dealer for assistance.

The hitch is part of the connecting mechanism including the ball support platform and ball, as well as, components that extend and are attached to the towing vehicle. Your hitch should meet the SAE (Society of Automotive Engineers) standards as determined by the gross weight (including the load) of your trailer.

HITCHING FIFTH WHEELS

Please refer to the hitch manufacturer's instructions in your warranty file.

IMPORTANT: BE SURE LATCH IS FULLY LOCKED BEFORE TOWING FIFTH WHEEL.

HITCHING TRAVEL TRAILERS

1. Raise trailer jack until tongue clears hitch ball, then back the tow vehicle so that hitch ball is directly under socket. Ask another person to guide you or, if you must do it alone, please follow these steps:

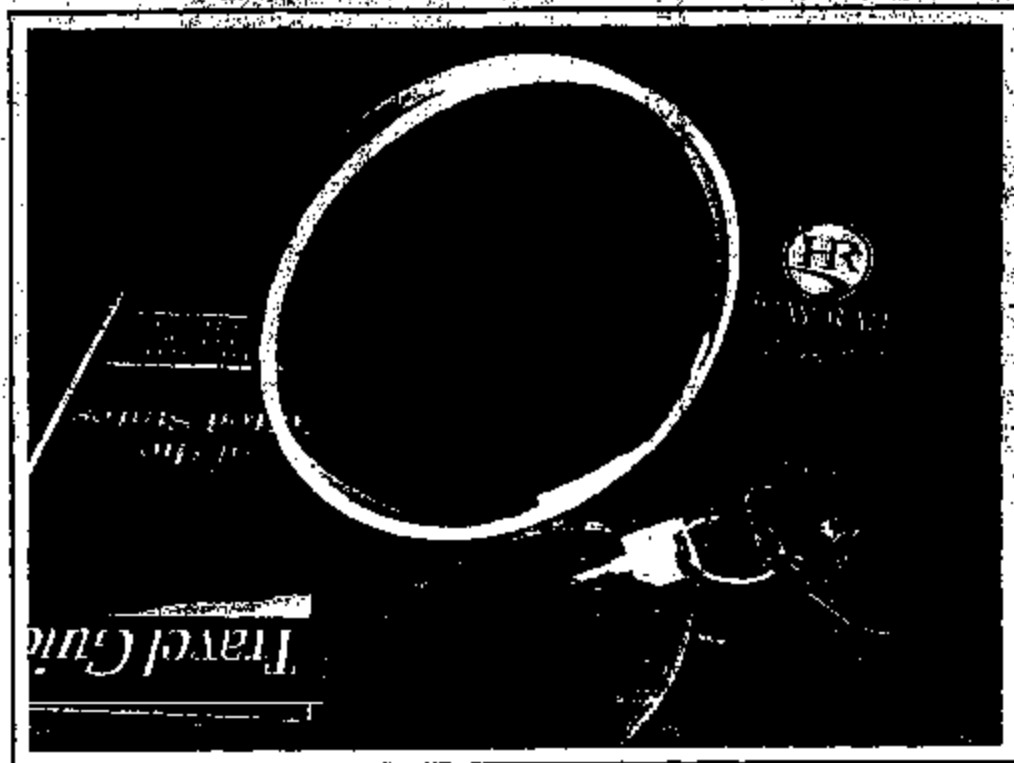
Position the tow vehicle and trailer in a straight line about 8 feet apart and sight directly down the center of the vehicle to the trailer jack stand.

APPENDIX

"B-2"

1996

HOLIDAY RAMBLER®
ALUMA-LITE®
ALUMA-LITE®
TRAVEL TRAILERS



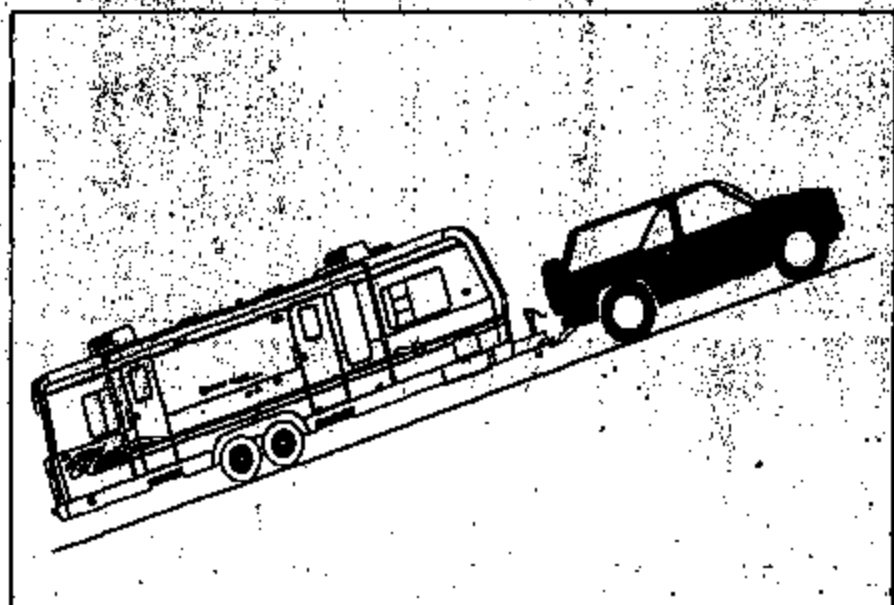
HOLIDAY RAMBLER®

This is Living™

OWNER'S MANUAL

FROM THE 1996 ALUMA-LITE TRAVEL TRAILER OWNER'S MANUAL

TOWING & SAFETY TIPS



General Information

Towing your new travel trailer may be an unfamiliar experience. Use extra caution until you feel comfortable. With older trucks a rule for choosing gears was to use the same gear going down a hill that you would need to climb the hill. However, new trucks have low friction parts and streamlined shapes for fuel economy. They may also have more powerful engines. This means they can go up hills in higher gears and have less friction and air drag to hold them back going down hills. For that reason drivers of modern trucks may have to use a lower gear going down a hill than would be required to go up a hill. Find out what is right for your vehicle. There should be little difficulty on gradual turns. For sharp turns reduce speed and swing wide. Do not be afraid to pull well into the intersection before making a turn (consider other traffic and obstacles in the intersection). Proper braking is extremely important for your safety. The total weight towed is much greater than a car, or even a small truck. Anticipate traffic signals, stop signs and side traffic. Decelerate slowly, whenever possible, to prevent undue wear on the brakes, tires, etc. When passing a semi, bus or other large vehicle in either direction, air turbulence may cause the trailer to sway slightly. When this happens a slight

TOWING & SAFETY TIPS

Continued...



frame for which it was not designed. Towing a trailer under these conditions can cause premature wear, fractures and/or breaks in the trailer frame.

Frame Equalization Hitch

A frame equalizing hitch is the only type we recommend. It distributes the trailer's tongue weight to both the front and rear wheels of the tow vehicle. By adjusting the chain links, the spring or torsion bar, the tow vehicle and trailer are made to ride in the correct position. The result is an easier riding tow vehicle and a better towing trailer. Information regarding the mandatory hitch classification and hitch ball diameter required for proper towing of your trailer is permanently marked on your trailer's coupler. Your dealer should check hitch ball height. Improper height may cause sway and other undesirable towing characteristics. Ask your dealer for assistance. The hitch is part of the connecting mechanism including the ball support platform and ball, as well as, components that extend and are attached to the towing vehicle. Your hitch should meet the SAE (Society of Automotive Engineers) standards as determined by the gross weight (including the load) of your trailer.

Hitching Travel Trailers

Raise the trailer jack until the tongue clears the hitch ball. Then back the tow vehicle so that the hitch ball is directly under the socket. Ask another person to guide you or, if you must do it alone, please follow these steps:

- Position the tow vehicle and trailer in a straight line about 8 feet apart and sight directly down the center of the vehicle to the trailer jack stand.
- Back your vehicle slowly keeping the tow vehicle's center-line on target to the vehicle jack stand. Continue backing until you're about one foot from the trailer hitch.
- Stop, get out, judge the distance and direction you must still move. Pick a distance reference point on the ground.
- Get behind the steering wheel and leave the door ajar. Sight your ground reference point and back slowly to bring the hitch ball under the trailer tongue.

Lower the trailer jack until the socket sits on the hitch ball; engage the lock and retainer clip. Raise the tongue again by cranking the jack. If the hitch is locked properly this will raise the tow vehicle and make it easier to install the equalizing bars.

CAUTION: Always check to be certain the hitch is locked properly before towing. Be sure hitch bars are adjusted for proper load equalization.

TRAVEL TRAILERS

Get Stream Coach, Inc. YELLOWSTONE COUNTRY CLUB

SALES & SERVICE: U.S. & Canada

CONSTRUCTION: Sideswail - 2" x 2" wood frame, R-7 Factor fiberglass insulation, aluminum skin. Roof - 2" x 4" tapered wood rafter frame, R-9 Factor fiberglass insulation, radius rubber skin. Floor - 2" x 3" wood frame, Structurewood subfloor, R-7 Factor fiberglass insulation, aluminum undercarriage.

MODEL INFORMATION: This model line is available in 6 variations in lengths ranging from 26' to 35'. GVWR for this model line ranges from 6,200 lbs. to 9,480 lbs. Sleeping capacity ranging from 6 to 8. Suggested Retail Base Price ranges from \$14,480 to \$18,275.

SHOWCASE - Model 3541 YD



MEASUREMENTS: 35' Set Up Length, 9'6" Set Up Height (Road to Roof). Base weight: 6,970 lbs., GVWR: 9,480.

SUGGESTED RETAIL BASE PRICE: \$15,275.

SLEEPING: sofa conversion, dinette conversion, full-sized bed, wardrobe/closet.

KITCHEN: 4-burner range, with range hood & fan & light, oven, a Norcold® gas/electric refrigerator.

BATH: Marine toilet, shower, tub, sink, vanity, medicine chest, mirror, exhaust fan.

HEATING & COOLING: a Suburban® 30,000-BTU forced air furnace, w/electronic ignition pilot, 4 heat ducts/registers, thermostat.

OTHER STANDARD FEATURES: 45-amp power converter, systems monitor panel, smoke detector, screened entry door, rear exit door, deadbolt lock, patio/porch light, outdoor receptacles, tinted/crank-out windows w/ screens/curtains/shades, awning roll.

CAPACITIES: Holding tanks: Septic: 40 gallons. Drain: 40 gallons. Propane: 60 pound dual tank.

WATER SYSTEM: 30 gallon demand system, 6 gallon LP Gas water heater w/manual pilot.

POPULAR OPTIONS: queen bed (\$84), microwave (\$404), 13,000-BTU rotary roof air conditioner (\$702), 4 stabilizing jacks, TV antenna (\$175), safety glass windows, 6 gallon LP Gas water heater w/electronic ignition pilot (\$172).

FREE INFO? Circle #554 on Reader Service Card following page 18.

SEE AD PAGE 33

Hi-Lo Trailer Co. HI-LO



SALES & SERVICE: U.S. & Canada

CONSTRUCTION: Sideswail - 4" x 4" steel frame, R-7 Factor styrene insulation, fiberglass skin. Roof - 4" x 4" steel frame, R-7 Factor styrene insulation, aluminum skin. Floor - steel frame, 5/8" Blonder subfloor, R-5 Factor Form-Cor insulation, leaf-type undercarriage.

MODEL INFORMATION: This model line is available in 9 variations in lengths ranging from 20'4" to 31'9". GVWR for this model line ranges from 6,000 lbs. to 7,200 lbs. Sleeping capacity ranging from 4 to 6. Suggested Retail Base Price ranges from \$15,195 to \$24,045.

SHOWCASE - Pumaheat



MEASUREMENTS: 22' Set Up Length, 8'4" Set Up Height (Road to Roof). Base weight: 3,965 lbs., GVWR: 6,200.

SUGGESTED RETAIL BASE PRICE: \$16,245.

SLEEPING: sofa conversion, dinette conversion, bunk beds, wardrobe/closet.

KITCHEN: 4-burner range, with range hood & fan & light, oven, gas/electric refrigerator, double stainless steel sink.

BATH: Marine toilet, shower, tub, sink, vanity, medicine chest, mirror, linen closet/cabinet, skylight vent, exhaust fan.

HEATING & COOLING: forced air furnace, w/ electronic ignition pilot, heat ducts/registers, thermostat.

OTHER STANDARD FEATURES: 32-amp power converter, auxiliary battery, screened entry door, deadbolt lock, patio/porch light, outdoor receptacles, crank-out windows w/screens/curtains, spare tire, tire rack, tire cover.

CAPACITIES: Holding tanks: Septic: 20 gallons. Drain: 20 gallons. Propane: dual tank.

WATER SYSTEM: demand system, LP Gas water heater.

POPULAR OPTIONS: microwave, 13,500-BTU roof air conditioner, stabilizing jacks (\$225), systems monitor panel, AM/FM stereo, TV antenna.

FREE INFO? Circle #555 on Reader Service Card following page 18.

Holiday Rambler Corporation ALUMA-LITE FREE SPIRIT



SALES & SERVICE: U.S.

CONSTRUCTION: Sideswail - aluminum frame, fiberglass & block foam insulation, aluminum skin. Roof - aluminum frame, fiberglass & block foam insulation, aluminum skin. Floor - channeled frame, Blonder Select subfloor, fiberglass insulation, galvanized steel undercarriage.

MODEL INFORMATION: This model line is available in 9 variations in lengths ranging from 27' to 35'. GVWR for this model line ranges from 6,600 lbs. to 7,000 lbs. Sleeping capacity ranging from 4 to 6. Suggested Retail Base Price ranges from \$14,621 to \$16,062.

SHOWCASE - Free Spirit 3106RK



MEASUREMENTS: 31'7" Set Up Length, 9'11" Set Up Height (Road to Roof). Base weight: 4,625 lbs., GVWR: 7,000.

SUGGESTED RETAIL BASE PRICE: \$16,062.

SLEEPING: sofa conversion, dinette conversion, queen bed, wardrobe/closet.

KITCHEN: 4-burner range, with range hood & fan, oven, a Norcold® 6 cu.ft. gas/electric refrigerator, double stainless steel sink.

BATH: Marine toilet, shower, tub, sink, vanity, medicine chest, mirror.

HEATING & COOLING: 31,000-BTU forced air furnace, w/electronic ignition pilot, heat ducts/registers, thermostat.

OTHER STANDARD FEATURES: 40-amp power converter, systems monitor panel, smoke detector, screened entry door, rear exit door, deadbolt lock, patio/porch light, outdoor receptacles, crank-out windows w/curtains/blinds, awning roll.

CAPACITIES: Holding tanks: Septic: 28 gallons. Drain: 26 gallons. Propane: 14 gallon/30 pound dual tank.

WATER SYSTEM: 32 gallon demand system, 6 gallon LP Gas water heater w/manual pilot.

POPULAR OPTIONS: twin beds (\$276), microwave (\$325), free-standing dinette (\$278) - 2 chairs, 13,500-BTU rotary roof air conditioner (\$653), auxiliary battery (\$115), 4 stabilizing jacks (\$187), AM/FM stereo w/cassette player - 4 speakers (\$500), TV antenna (\$184), safety glass windows w/shades, spare tire (\$297), tire cover, 6 gallon LP/Electric water heater (\$264), w/ electronic ignition pilot.

FREE INFO? Circle #306 on Reader Service Card following page 18.

SEE AD INSIDE FRONT COVER

Holiday Rambler Corporation
ALUMA-LITE XL
**SALES & SERVICE: U.S.**

CONSTRUCTION: Sideswift - aluminum frame, 1 7/8" fiberglass & block foam insulation, aluminum skin. Roof - aluminum frame, 3 1/8" fiberglass & block foam insulation, aluminum skin. Floor - channeled frame, Blandex Select subfloor, 1 1/2" fiberglass insulation, galvanized steel undercarriage.

MODEL INFORMATION: This model line is available in 9 variations in lengths ranging from 27' to 35'. GVWR for this model line ranges from 6,900 lbs. to 8,300 lbs. Sleeping capacity ranging from 4 to 6. Suggested Retail Base Price ranges from \$18,025 to \$20,860.

SHOWCASE - Aluma-Lite XL 3200PK

MEASUREMENTS: 32'1" Set Up Length, 9'11" Set Up Height (Road to Roof). Base weight: 5,346 lbs. GVWR: 8,300.

SUGGESTED RETAIL BASE PRICE: \$19,644.

SLEEPING: sofa conversion, dinette conversion, queen bed, wardrobe/closet.

KITCHEN: 4-burner range, with range hood & fan, oven, a Dometic® 6 cu.ft. gas/electric refrigerator, double stainless steel sink.

BATH: Marine toilet, shower, tub, sink, vanity, medicine chest, mirror.

HEATING & COOLING: 35,000-BTU forced air furnace, w/electronic ignition pilot, heat ducts/register, thermostat.

OTHER STANDARD FEATURES: 50-amp power converter, auxiliary battery, systems monitor panel, smoke detector, screened entry door, deadbolt lock, patio/porch light, outdoor receptacles, crank-out windows w/screens/curtains/blinds/shades, awning roll.

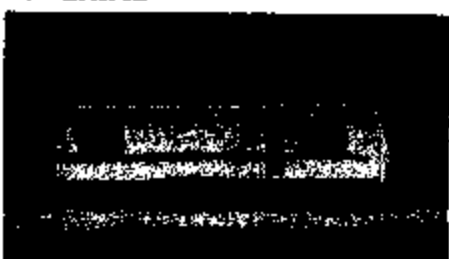
CAPACITIES: Holding tanks: Septic: 26 gallons. Drain: 28 gallons. Propane: 14 gallon/30 pound dual tank.

WATER SYSTEM: 35 gallon demand system, 6 gallon LP Gas water heater w/electronic ignition pilot.

POPULAR OPTIONS: twin beds (\$352), microwave (\$326), water purifier (\$47), free-standing dinette (\$278) - 2 chairs, 13,500-BTU rotary roof air conditioner (\$709), 4 stabilizing jacks (\$187), power step, AM/FM stereo w/cassette player - 4 speakers (\$356), TV antenna (\$184), safety glass windows, spare tire (\$259), tire cover, 6 gallon LP/Electric water heater (\$264).

FREE INFO? Circle #387 on Reader Service Card following page 18.

SEE AD INSIDE FRONT COVER

Holiday Rambler Corporation
IMPERIAL
**SALES & SERVICE: U.S.**

CONSTRUCTION: Sideswift - aluminum frame, 2 1/4" fiberglass & block foam insulation, aluminum skin. Roof - aluminum frame, 3 1/8" fiberglass & block foam insulation, aluminum skin. Floor - channeled frame, Blandex Select subfloor, 3/4" block insulation, galvanized steel undercarriage.

MODEL INFORMATION: This model line is available in 4 variations in lengths ranging from 29'11" to 34'9". GVWR for this model line ranges from 7,900 lbs. to 9,400 lbs. Sleeping capacity is 6. Suggested Retail Base Price ranges from \$29,820 to \$34,382.

SHOWCASE - Imperial 31 CEN

MEASUREMENTS: 31'11" Set Up Length, 10' Set Up Height (Road to Roof). Base weight: 6,800 lbs. GVWR: 8,300.

SUGGESTED RETAIL BASE PRICE: \$31,675.

SLEEPING: sofa conversion, dinette conversion, twin beds.

KITCHEN: 4-burner range, with range hood & fan & light, oven, microwave, a Dometic® 6 cu.ft. gas/electric refrigerator, double stainless steel sink.

BATH: Marine toilet, shower, tub, sink, vanity, medicine chest, mirror.

HEATING & COOLING: 35,000-BTU forced air furnace, w/electronic ignition pilot, heat ducts/register, thermostat, 15,500-BTU rotary roof air conditioner.

OTHER STANDARD FEATURES: 50-amp power converter, auxiliary battery, 4 stabilizing jacks, systems monitor panel, AM/FM stereo w/cassette player - 4 speakers, TV antenna, smoke detector, screened entry door, deadbolt lock, patio/porch light, outdoor receptacles, slider/crank-out windows w/screens/curtains/blinds, spare tire, tire cover, awning roll.

CAPACITIES: Holding tanks: Septic: 38 gallons. Drain: 36 gallons. Propane: 14 gallon/30 pound dual tank.

WATER SYSTEM: 35 gallon demand system, 6 gallon LP Gas water heater w/electronic ignition pilot.

POPULAR OPTIONS: full-sized bed, queen bed (\$108), free-standing dinette (\$275) - 2 chairs, rear exit door, safety glass windows.

FREE INFO? Circle #270 on Reader Service Card following page 18.

SEE AD INSIDE FRONT COVER

Jayco, Inc.
DESIGNER SERIES
**SALES & SERVICE: U.S. & Canada**

CONSTRUCTION: Sideswift - 2" x 2" wood frame R-6 Factor Fome-Cor fiberglass insulation, aluminum skin. Roof - 2" x 3" wood frame, R-6 Factor Fome-Cor fiberglass insulation, aluminum skin. Floor - 2" x 6" wood spline frame, Blandex subfloor, R-6 Factor Fome-Cor fiberglass insulation, 2" x 6" steel tube undercarriage.

SHOWCASE - Model 31 Hawk PK

MEASUREMENTS: 32'1" Set Up Length, 9' Set Up Height (Road to Roof). Base weight: 6,410 lbs. GVWR: 9,265.

SUGGESTED RETAIL BASE PRICE: \$24,537.

SLEEPING: sofa conversion, dinette conversion, queen bed, wardrobe/closet.

KITCHEN: 4-burner range, with range hood & fan & light, oven, gas/electric refrigerator, double porcelain sink, pantry.

BATH: Marine toilet, shower, tub, sink, vanity, medicine chest, mirror, exhaust fan.

HEATING & COOLING: 31,000-BTU forced air furnace, w/electronic ignition pilot, 4 heat ducts/register, thermostat.

OTHER STANDARD FEATURES: 50-amp power converter, auxiliary battery, systems monitor panel, TV antenna, TV cabinet, smoke detector, screened entry door, rear exit door, deadbolt lock, patio/porch light, outdoor receptacles, crank-out windows w/screens/curtains/blinds/shades, awning roll.

CAPACITIES: Holding tanks: Septic: 36 gallons. Drain: 29 gallons. Propane: 30 pound dual tank.

WATER SYSTEM: demand system, LP Gas water heater.

POPULAR OPTIONS: twin beds (\$164), microwave (\$399), microwave/convection oven (\$486), water purifier (\$146), 13,500-BTU rotary roof air conditioner (\$736), 2 stabilizing jacks (\$271), AM/FM stereo w/cassette player - 4 speakers (\$343), spare tire (\$153), tire rack (\$36), tire cover (\$19), awning (\$1,140), 10 gallon LP/Electric water heater (\$114), w/electronic ignition pilot (\$214).

FREE INFO? Circle #270 on Reader Service Card following page 18.

SEE AD PAGE 99

LAWRENCE A. BOTKIN, P.E.

Mechanical Engineer
14165 FRANCES
OMAHA, NEBRASKA 68144

RECEIVED

NOV - 5 AM 10:35
TELEPHONE: 408-833-8888
FACSIMILE: 408-831-8781
OFFICE
DEFECTS INVESTIGATION

October 29, 1999

Mr. Jonathan D. White, Chief
Technical Analysis Branch
Office of Defects Investigation
Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
400 Seventh Street, S. W.
Washington, D.C. 20590

Re: Recall Campaign 95V - 154

Dear Mr. White:

I retired after many years in the trailer tank industry and now work as a consultant from time to time. I was recently engaged in two lawsuits (now settled) concerning injuries suffered by the driver and a passenger during a rollover accident caused by dynamic steering instability of a 1996 Holiday Rambler 31CFS trailer. This trailer is the same as the 1995 model with the modifications required by this recall campaign. Much of the data examined related to the recall campaign.

Mr. Paul C. Barbour's letter to you of October 19, 1995 states that "The Company was uncertain as to the cause of the accident involving [redacted] in June of 1995." Both [redacted], their test engineer, and his fellow test technician were sure that the problem was instability of the trailer and so stated in their accident reports. The swing or yaw instability developed so suddenly that these professionals could not prevent a rollover. I don't see how the Company could be uncertain as to the cause of the accident when their experts told them of the stability problem.

In his October 27, 1995 letter to Holiday Rambler Dealers, Mr. Barbour stated that the reason for requiring the Hensley Arrow hitch on the 35' trailers and not the 31' units was "Because of the unit length difference, the Hensley Arrow hitch is not a required part of the remedy for the 1995 31CFS travel trailer." Evidence disclosed during discovery for the litigation shows that this statement is not true. Their test engineer, [redacted] states in sworn testimony that, after testing, he specifically recommended the Hensley Arrow hitch for the 31' units to the Safety Committee and then privately to the president of the company after the Committee rejected his recommendation. The reason for rejecting his recommendation was cost.

Holiday Rambler did not even recommend the Hensley Arrow hitch to customers for new trailers as a desirable stabilizing device even though this recommendation would cost them nothing. This has resulted in at least one accident injuring two people. The owner said he would have

purchased the Hensley Arrow hitch if it had been recommended. He did purchase new hitch equipment with the new trailer, but what Holiday World recommended.

I am disturbed by this company's disregard for public safety and the intent of safety recall campaigns. They produce a highway vehicle while knowing practically nothing of the state-of-the-art regarding vehicle dynamics which could predict such instability and have shown no evidence of even being interested in learning.

Very truly yours,


Lawrence A. Botkin



HOLIDAY RAMBLER

65906 State Road 19
P.O. Box 465
Wakarusa, Indiana 46573-0465
219-862-7211

October 19, 1995

SENT VIA FACSIMILE
ORIGINAL SENT BY FIRST CLASS MAIL

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DEFECTS INVESTIGATION

Mr. Jonathan D. White, Chief
Technical Analysis Branch
Office of Defects Investigation
Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: NHTA-111PAW
95V-184

Dear Mr. White:

This letter constitutes the response of Holiday Rambler LLC to the additional information request contained in your September 21, 1995 acknowledgment letter in the above-referenced recall campaign. Your requests and our responses are as follows:

1. Please provide the following information for each of the "thirty nine (39) stability or towability complaints received between December 1994 and August 1995" identified under section 573.5(c)(6) of the defect notice.
 - a. date of incident;
 - b. date HR became aware of the incident;
 - c. trailer owner (name and address);
 - d. trailer model and model year; and
 - e. a brief description of the incident prompting the "complaint."

Response: This information is summarized in the four page chart attached as Exhibit A.

2. Please provide a more detailed chronology of events preceding the company's decision to recall and fully explain why a recall was not initiated until two months after the accident involving [REDACTED], a company engineer who was testing a complaint vehicle on a public highway.

Response: Holiday Rambler cannot document when every event took place during the investigation. As indicated in the Part 573 letter, the investigation consisted of compiling field data (the thirty-nine complaints), performing handling tests, reviewing design criteria and analyzing all of that information to reach a conclusion.

Unlike many other types of potential defects, towability (and specifically stability) is affected by a large number of factors, some of which do not relate to the travel trailer itself. Different combinations of variables produce different handling characteristics. Variables include tow vehicle (type, size, condition, tires), loading of tow vehicle, hitch, hitch accessories (sway controls, load equalizer), hitching method, loading of trailer, trailer tires, driving skill and road and weather conditions.

The Company was uncertain as to the cause of the accident involving [REDACTED] in June of 1995. At the customer's request, [REDACTED] towed the trailer with the owner's vehicle. As an example of a variable, that tow vehicle was an extended van with an extreme hitch length of approximately 7 feet which adversely affects handling. [REDACTED] was also uncertain as to how the owner had the travel trailer loaded.

In any event, immediately subsequent to that accident, engineering personnel and consumer affairs/warranty personnel began working on the issue with the actions described above. Variables such as suspension (i.e., spring vs. MOR/ryde) and axle alignment were analyzed and eliminated. Travel trailers were towed in controlled tests under various loading conditions. Different brands and types of hitches and sway controls were used to determine the effect on stability. It should also be noted that some owners and dealers reported that their 31CFS, 35CSSO and 35WCS trailers exhibited excellent towing characteristics.

NHTSA
October 19, 1995
Page Three

After all of this investigation was completed, Holiday Rambler concluded that there were specific design deficiencies in the trailers. This conclusion was then reported to NHTSA as a safety-related defect in the Part 573 letter.

Holiday Rambler's prior dealings with NHTSA have demonstrated that the Company takes product safety and its obligations under federal law very seriously. Given the complexity of this issue, the investigation period was not unreasonable. Simply put, Holiday Rambler made its recall decision as soon as sufficient data was developed to support it.

If you have questions concerning this information, please contact me. Thank you.

Sincerely,



Paul C. Barbour
Vice President
Consumer Affairs

PCB/ps

Attachment

EXHIBIT A

NSA-111paw

95V-154

Page 1

Date of incident	Date HR became aware of incident	Trailer owner (name & address)	Trailer model & model year	Brief description of incident prompting the "complaint" (1)
Unknown	9/1/94		1994 Alumna-Lite 35' 940110803560009	Difficulty towing.
Unknown	3/17/95		1995 Alumna-Lite custom 35' 950110843570009	Problem with towing.
Unknown	3/21/95		1995 Alumna-Lite custom 31' 950110843120010	Difficulty towing. Lost control.
Unknown	4/95		1994 Alumna-Lite 35' 940110803560009	Dealer stated owner unhappy with towing.
Unknown	4/95		1994 Alumna-Lite 35' 940110803560009	Cannot locate contact sheet.
Unknown	4/95		1995 Alumna-Lite custom 35' 950110843570009	Difficulty towing.
Unknown	4/10/95		1995 Alumna-Lite custom 35' 950110843570009	Difficulty towing over 55mph.
Unknown	4/10/95		1995 Alumna-Lite custom 35' 950110843570009	Difficulty towing over 55mph.
Unknown	4/11/95		1994 Alumna-Lite 35' 940110803560009	Dealer reported difficulty towing.
Unknown	4/17/95		1995 Alumna-Lite custom 35' 950110843570009	Dealer reported customer returned unit to dealer after trip to Texas because of towing difficulty.
2/15/95	4/17/95		1995 Alumna-Lite custom 35' 950110843570009	Lost control of both vehicles in cross wind conditions.
Unknown	4/17/95		1995 Alumna-Lite custom 31' 950110843120010	Sway problems customer and dealer unable to correct.

6/4/94	4/17/95	1994 Alumina-Lite 35' 94011080356000	Dealer reported trailer jack-knifed due to road conditions.
Unknown	4/18/95	1995 Alumina-Lite custom 31' 95011084312001	Difficulty towing over 50-55 mph.
Unknown	4/19/95	1995 Alumina-Lite custom 35' 95011084357000	Difficulty towing coming down mountain pass.
Unknown	4/20/95	1994 Alumina-Lite 35' 94011080356000	Dealer reported large truck passed, set it in motion—fishtailed and rolled over. Sway heavily over 50mph.
Unknown	5/29/95	1995 Alumina-Lite custom 31' 95011084312001	Conversation with dealer: Going up incline and down other side. Let up on throttle, started to sway and lost control.
Unknown	6/3/95	1995 Alumina-Lite 31' 95011088312001	Difficulty towing.
Unknown	6/6/95	1995 Alumina-Lite custom 35' 950110843570009	Difficulty in towing.
Unknown	6/7/95	1995 Alumina-Lite custom 35' 950110843570009	Difficulty towing Las Vegas to Lake Havasu City, AZ—fishtailing
6/8/95	6/8/95	1995 Alumina-Lite custom 35' 95011084357000	Lost control during test drive. Trailer over-turned
Unknown	6/8/95	1995 Alumina-Lite custom 31' 950110843120010	Bus came up along side of trailer, causing customer to lose control and unit turned over.
Unknown	6/8/95	1994 Alumina-Lite 35' 940110803560009	Dealer stated owner unhappy with towing.
Unknown	6/12/95	1995 Alumina-Lite custom 31' 950110843120010	Difficulty towing.
Unknown	6/16/95	1995 Alumina-Lite custom 35' 950110843570009	Difficulty towing over 45 mph.

Unknown	6/16/95		1995 Alumina-Lite custom 31' 950110843120010 [REDACTED]	Dealer advised of roll-over incident.
Unknown	6/20/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing.
Unknown	6/20/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing.
Unknown	6/20/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing. Changed hitch set up and still having problem.
Unknown	6/20/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty in towing.
Unknown	6/20/95		1994 Alumina-Lite 35' 94011080356000 [REDACTED]	Difficulty towing.
Unknown	7/1/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Dealer reported passed by fast moving semi and lost control.
Unknown	7/1/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing.
Unknown	7/1/95		1995 Alumina-Lite custom 31' 950110843120010 [REDACTED]	Started swaying in light wind. Trailer broke loose from hitch and over-turned.
Unknown	7/19/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing.
Unknown	7/20/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Difficulty towing.
Unknown	7/24/95		1995 Alumina-Lite custom 35' 950110804357000 [REDACTED]	Comment on CSI about handling.
Unknown	8/11/95		1995 Alumina-Lite custom 35' 95011084357000 [REDACTED]	Up-hill traffic bad, applied brakes, swayed and rolled over.

NSA-111paw

95V-154

Page 4

Unknown	Unknown		1994 Aluma-Lite 35' 940110803560009	Dealer reported lost control while towing.
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(1) Unless otherwise indicated, reports were direct from owners.