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

ODI RESUME

Investigation: PE 07-032
Date Opened: 06/25/2007 Date Closed: 11/19/2007
Principal Investigator: Peter Kivett
Subject: Overheated Brake Calipers

Manufacturer: Workhorse Custom Chassis
Products: 2000-2005 Workhorse Chassis with Hydraulic Brakes
Population: 45,027

Problem Description: One or more brake calipers may drag, causing the brakes to overheat.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	20	639	651
Crashes/Fires:	2	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	Confidential	Confidential	Confidential

*Description of Other: Warranty claims specifically related to the alleged defect.

Action: This Preliminary Evaluation has been upgraded to an Engineering Analysis (EA07-016).

Engineer: *Peter Kivett* Date: *11/19/2007*
Div. Chief: *Richard Boyd* RB Date: *11/19/2007*
Office Dir.: *Kathleen C. DeMeter* Date: *11/19/2007*

Summary: On June 25, 2007, the Office of Defects Investigation (ODI) opened a Preliminary Evaluation to investigate alleged overheating disc brake calipers and poor brake performance in model year (MY) 2000-2005 Workhorse Chassis recreational vehicles. Currently ODI is aware of 651 specific complaints on the subject vehicles (ODI and Workhorse complaint population).

ODI analysis of the warranty and complaint data furnished by Workhorse on September 11, 2007, in response to ODI'S information request indicates a dramatic drop in brake related complaints after the May 2004 build date. At that time, Workhorse incorporated into production Zerk fittings and greasing of the brake master cylinder's bell crank linkage. ODI Is also aware of 3,782 unique warranty counts related to the alleged defect in the subject population.

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A review of the warranty claims reveals that of the claims filed, only 88 were submitted on vehicles produced after the May 2004 production line change (addition of Zerk fittings). ODI intends to obtain an understanding of why there are seemingly significant differences in the complaint data and warranty claims before and after the May 2004 design change and the safety consequences of the pre-change design.

This investigation has been upgraded to an Engineering Analysis (EA07-016) for further investigation.

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