

November 6, 2009
Administrator,
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Attention Mr. Tom Bowman

Reference: Recall- Blue Bird ID #R07MT
Investigation # RQ08004

Petition

VIN - 1BBCRBG815W100242

EXECUTIVE SECRETARIAT
2009 NOV 17 A 11:24
RECEIVED-NHTSA

Dear Mr. Bowman:

I am an owner of a Blue Bird Wanderlodge 450 Lxi 2005 that was subject of an earlier recall. Please accept this letter as an official complaint and **formal petition** regarding the incomplete, unsafe repairs and modifications to my 2005 Wanderlodge 450 Lxi coach done to remedy the NHTSA recall. The original recall was 07V586000 indicating the front axle being overweight, in excess of its rating.

I have a long and extensive list of problems concerning my particular motor home. I had a fire in my dash, a burnt up inverter, and extensive Hadley system problems, and unsolved electrical problems from the beginning. Slide out problems, and on and on. I was promised a new motor home from two different administrations, but due to all the changes in ownership it never happened. I know this does not pertain to the recall but I think it does point to the fact that we cannot believe or trust Blue Bird to correct the problems and stand behind what they say or built to our satisfaction and what the motor home was advertised to be when we purchased them.

I had my tires checked by a Michelin Tire truck dealer who said 130# air pressure was not a good idea on the front tires as the max on the tire is listed is 130#s and said if I signed a waiver he would put 130 pounds in them and recommended 122#s which was put in them. The placards say 130 pounds. Blue Bird had originally instructed to put 150#'s of air in the front tires, which they did on my coach when it was in service at Fort Valley.

The new restrictions Blue Bird want to place on us with regards to weight in bays, traveling with $\frac{1}{4}$ water and passenger restrictions is unreasonable. I did not buy this motor home with these restrictions! The placards have been changed from what was in the original coach as I have copies of the originals at the front dash.

ES09-008077

I am very concerned about the safety of my Wanderlodge 450 Lxi. I am petitioning the NHTSA, as a safety issue, find that it is unacceptable that these coaches be allowed as they cannot be used safely for the purpose they were intended and do not remedy the defect of the initial recall.

I am specifically requesting a hearing and would hope that the NHTSA would demand immediate and proper remedies to these unsafe conditions so that we can continue to use these motor homes that we thought were safe when we purchased them. I hope the NHTSA, as a duty to public safety will re-open its investigation to rectify this serious and unsafe Wanderlodge 450 Lxi.

I appreciate your time and investigation into our concerns for a safe and useful motor home.

Sincerely,

A handwritten signature in cursive script that reads "Paul Spear". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Paul Spear
120 Robson Road
Marietta, Ohio 45750
(740) 629-7336



EXECUTIVE SECRETARIAT
2009 DEC - 1 P 1:01
RECEIVED NHTSA

2 1st Ave.,
Warton, ON.,
N0H 2T0

November 14, 2009

Tom Bowman,
Dan Smith,
NHTSA, 1200 New Jersey Ave. SE.
Washington,
DC., 20590

RE: Petition to reopen recall 07V586000 - Blue Bird Wanderlodge.

Dear Dan and Tom,

This letter is my formal petition to Dan Smith, the administrator of NHTSA to hold a hearing to reopen the recall 07V586 concerning the Blue Bird Wanderlodge, as I believe that the manufacturer has failed to meet their obligation to remedy the safety and related concerns of the recall.

Please make reference to the document in the complaint 10289185.

My coach (451) has not had the modifications done as there has never been a proposal that showed a safe and legal coach.

ES09-008415

The most recent proposal is attached.

1. The initial weights that Blue Bird is using are taken from their test reports dating March 31, 2008. The numbers selected are from the "lower mode" with suspension air bags with no air. The use of these weights allows a fictitiously low starting number for the front axle as this is not a driving mode.
2. The more reasonable starting number would be from that weight sheet showing 17,180 lbs for the front axle or from a more recent weighing done by Blue Bird showing 17,190 lbs (16960 plus 230 for water). Therefore the end results should be 180 lbs more load for the front axle.
3. Using their excel sheet and accepting that there must be 4 occupants and full water (as in the CCC definition) and adding , subtracting across the sheet yields a front axle of 16,924 lbs plus 180 from the incorrect starting point . 17,104 lbs is overweight. And the drive axle is over DOT limits. The "A" to "F" scenarios are invalid and confused.
4. Note that there has been no increase in the tag loading. It would be reasonable that the tag load would increase due to the weight shift. Increasing the tag load causes an increase in the front axle loading.
5. Using real world numbers instead of the 154lb standard for passenger weights would increase front axle load.
6. Allowing such modifications does not yield a remedy too the recall.

Sincerely,

A handwritten signature in cursive script, appearing to read "R MacKillop".

Ross MacKillop



EXECUTIVE SECRET
2009 DEC -1 A 11:30
RECEIVED-NHTSA

Tom Bowman
Dan Smith
NHTSA, 1200 New Jersey Ave. SE
Washington, DC 20590

November 16, 2009

RE: Petition to open recall 07V586000- Blue Bird Wanderlodge

This letter is my formal petition to hold a hearing to reopen the recall concerning the Blue Bird Wanderlodge. The manufacturer has failed to meet their obligation to remedy the Problem of overweight.

Their approach has been to redistribute the weights within the coach and reduce the capacity of the coach by limiting the allowed cargo on the storage bays and fluids in the Tanks. Our bays now have signs specifying the weight allowed for each bay.

In at least one case, a storage compartment was sealed off so as to eliminate being used.

This approach has simply transferred the burden to the coach operator to weigh and limit Cargo in bays capable of considerably more items. I don't see this as a viable solution.

The appropriate solution is to redesign the drive axles to allow wheels and tires designed for the size of this coach.

This capacity is what we were sold, and what is necessary for the typical use of a large Heavy duty motorhome.

Charles Robert Helms
16721 Culloden Court
Clermont, FL 34714

BB 282, 2005 450 LXi

FS09-008412

Tom Bowman
2009
Dan Smith
NHTSA, 1200 New Jersey Ave. SE
Washington, DC 20590



December 5, 2009,

RE: Petition to open recall 07V586000- Blue Bird Wanderlodge

I would like to correct an error found in my November letter to you on November 16, 2009, and clarify this issue.

I incorrectly specified the drive axles as needing redesign when I meant the front axles. To be more specific, since the axle is of independent design, the fault really is the use of tires significantly undersized to the requirements of a coach of this size (capacity).

Other manufactures have redesigned their coaches by increasing tire capacity. I believe this manufacturer has claimed there is not room for the larger tires and wheels on our coaches, that the air bags would interfere with the steering. I submit that the problem is an unwillingness on their part to spend the cost of redesign. Instead, their approach is to reduce the load capacity of the coach, reducing the usefulness at our expense.

Because they no longer have an interest in maintaining the reputation of this product, their only need is to convince the NHTSA that the coaches are now safe.

Short of requiring RV's to be weighed as trucks are now, there is no way to insure that the RVer isn't exceeding the weight capacity of his or her vehicle. Furthermore, the scales would have to have been redesigned to individually weigh each wheel, as RV's are never evenly loaded.

It is unreasonable to submit the burden of cost of upgrading the nation's weigh system on the public because of the faults of a few.

I submit that Bluebird 450LXi coaches remain unsafe and that The NHTSA duty to see that the full load capacity and safety of these coaches meets safety standards.

Thank you for your attention to this matter.

Sincerely,


Charles Robert Helms
16721 Culloden Court
Clermont, FL 34714

BB 282, 2005 450 LXi

RECEIVED NHTSA
2009 DEC 16 A 11:02
EXECUTIVE SECRETARIAT

FS09-0081128