

June 20, 2005

05V-291
(2 pages)

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street SW
Washington, DC 20590

RECEIVED
05-215
2005 JUN 21 A 9:20
OFFICE OF
DEFECTS INVESTIGATION

Dear Associate Administrator:

Pursuant to 49 CFR Part 573, Monaco Coach Corporation ("Monaco" 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)

The recall population was determined from the manufacturing records for the Company's manufacturing plant in Coburg, Oregon which produced the affected motorhomes. The affected units were manufactured July 12, 2003 through May 3, 2005.

573.5(c)(3)

A total of Six Hundred Forty Seven (647) motorhomes are in the recall population. Specifically, the recall population consists of Monaco Camelot, Holiday Rambler Neptune, Safari Sahara, and Safari Cheetah Class A motorhomes falling within the following production serial number range by model year

- 2006) Monaco Cayman 709193-709998
- 2006) Holiday Rambler Neptune 709193-70998
- 2005) Safari Sahara 705161-706457
- 2005) Safari Cheetah 705045-709541
- 2006) Safari Cheetah 709550-709985

All Floor Plans are included.

573.5(c)4

All of the motorhomes in the recall population need to have the repair performed.

573.5(c)5

Monaco Coach Corporation has become aware of a noncompliance with FMVSS 121. During the pre-inspection certification test of a re-design, to incorporate air brake systems in certain chassis, the air brake systems of certain motorhomes were operating incorrectly. It was determined that two delivery lines on the brake system were installed on the wrong ports and need to be switched

573.5(c)6

The Company is unaware of any brake system failures or performance complaints in the field. Accordingly, Monaco is currently not aware of any casualties or losses related to this issue. While the noncompliance with FMVSS 121 exists, the Company believes that any risk to motor vehicle safety is remote because the incorrect delivery line installation will not lead to a brake system underperformance or failure unless an unrelated defect also causes one of the air tanks to lose pressure.

573.5(c)8

The remedy will involve switching the port hook-ups of the two delivery lines on the air brake system.

All motorhomes in Monaco's inventory have been corrected.

Thank you for your assistance.

Sincerely,



Walter Lewis
Recall Administrator
Monaco Coach Corporation