



Fleetwood Enterprises, Inc.
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December 11, 2007

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Safety Defect Report (07V-503 revised)

Dear Mr. Smith:

Fleetwood Enterprises, Inc., has decided that a safety defect which relates to motor vehicle safety exists in motor homes as listed below, and is furnishing this notification in accordance with 49 CFR Part 573 Defect and Non-compliance reports.

The following is the information required by 49 CFR Part 573:

- This report was prepared on October 23, 2007.
- Fleetwood has assigned 71003 as an identification code to this recall.

- (1) The affected motor homes were manufactured by the following wholly owned subsidiary of Fleetwood Enterprises, Inc.

Fleetwood Motor Homes of California, Inc.
5300 Via Ricardo, P.O. Box 5726
Riverside, California 92517

The agency should contact the following individual with respect to this recall:

Chuck James
Director of Service
Motor Home Division
1031 U.S. 224 E.
Decatur, Indiana 46733
Telephone: 260-728-9564
Fax: 260-724-5988

- (2) The vehicles involved in this recall are 2007 and 2008 model year Bounder and Pace Arrow 38 P model motor homes manufactured between April 14, 2007 and July 20, 2007. The July 20, 2007 date coincides with the redesigned Battery Control Center (BCC) being implemented during manufacturer. These motor homes were built with a Fleetwood identification number range of:

739P74796169 through 739P84798298
777P74796167 through 777P74798301

(Please see enclosed Service Bulletin 71003 for a complete listing of Fleetwood identification numbers).

- (3) Fleetwood reports ~~133~~ 46 as an approximate number of motor homes containing the safety defect.
- (4) Fleetwood estimates that 100% of the identified motor homes contain the safety defect.
- (5) On Bounder and Pace Arrow 38P model motor homes affected by this recall the slide out room may activate while traveling, causing the overall vehicle width to increase. This wide vehicle width could lead to collisions while traveling or slide out room impact to adjacent objects while the motor home is parked. The motor home operator will hear and see this room activity if he or she is in the motor home or in the vicinity of the motor home.
- (6) Not applicable.
- (7) Fleetwood began an investigation in October when this situation was brought to our attention by a retail customer that experienced the slide out room activating on its own while the motor home was in transit.

The safety defect was determined to be caused by water shorting out the electronic control relay for the slide out room control mechanism.

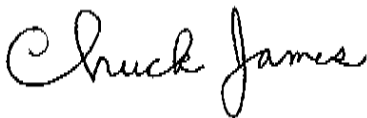
Fleetwood is not aware of any accidents or injuries that have resulted from this safety defect.

- (8) Fleetwood dealers will inspect and if necessary, relocate certain electrical components and seal associated compartments from the elements.
- (9) Fleetwood intends to conduct a dealer notification on December 14, 2007.
Fleetwood intends to conduct a customer notification mailing on December 19, 2007.
- (10) Fleetwood does not foresee any problems with implementing this voluntary recall campaign.
- (11) Copies of subsequent correspondence will be submitted to NHTSA within five (5) working days of distribution. This correspondence will include:
 - I) Letter of dealer notification
 - II) Letter of customer notification
 - III) Service Bulletin

Drafts of the service bulletin and letters to dealers and owners will be forthcoming for your review.

If additional information is required, please contact Shelley Krueger by phone: (951) 351-3646 or e-mail: skrueger@fleetwood.com.

Sincerely,



Chuck James
Director of Service
Motor Home Division

Recall Bulletin 71003



**RECALL
BULLETIN:**
71003

**YEAR(S)
AFFECTED:**
2007-2008

**PRODUCT(S)
AFFECTED:**
Boulder,
Pace Arrow
with serial
numbers listed
in this Bulletin

**MODEL(S)
AFFECTED:**
38P

SUBJECT:
Relocating
Electrical
Components
And Sealing
Electrical
Controls
Compartment

KEYWORDS:
Slide-out,
electrical,
component,
seal

ISSUE DATE:
December 2007

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The purpose of this Bulletin is to inform all Fleetwood dealers about the need to inspect, and if necessary, relocate, certain electrical components and seal associated compartments from the elements. The serial numbers of affected Boulder and Pace Arrow motor homes are listed at the end of this Bulletin.

IMPORTANT WARRANTY NOTE: This repair requires Prior Authorization (PAR).

CONDITION:

The compartments containing water lines and electrical components that are located under the door side slide-out room may require additional materials to protect them from moisture. Additionally, components located near the Battery Control Center may need to be relocated to areas above the compartment floor. Components possibly needing re-location are:

Slide-out room controllers
In-Line Fuses
Relay/Fuse Blocks
Electric Jack Controller

CORRECTION:

1. Park the motor home on hard, level pavement, allowing adequate room on the door side to operate the slide-out room. Put the transmission into PARK and set the parking brake.
2. Level the motor home using the electric jacks.
3. Fully extend the door-side slide-out room.
4. Turn off the ignition and remove the ignition key. Maintain control of the keys until repairs are completed. Attach a notice, "DO NOT USE", to the ignition switch in order to prevent activation of the systems.



WARNING

- **UNPLUG THE MOTOR HOME FROM SHORE POWER.**
- **TURN OFF THE GENERATOR AND DISABLE THE AUTO-GEN-START SYSTEM (IF EQUIPPED).**
- **REMOVE ALL JEWELRY BEFORE WORKING ON OR NEAR BATTERIES.**
- **BATTERIES CONTAIN ACID AND EXPLOSIVE GASES; USE EXTREME CARE WHEN WORKING NEAR BATTERIES. DO NOT SMOKE OR HAVE OPEN FLAMES. AVOID CREATING SPARKS AROUND WET CELL BATTERIES.**

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5. Label and then remove the battery cables from the Main chassis battery, located on the front of the bulkhead, and the Auxiliary batteries, located under the entry step. Remove the battery negative cable first, and then remove the positive cable.
6. Remove the screws from the angle steel fascia installed vertically on the forward edge of the Battery Control Center Compartment and along the entry door skirt. Retain angle steel fascia and screws for reassembly. See Figure 1.
7. Remove the screws from the perimeter of the sheet metal cover for the compartment containing the Battery Control Center. The sheet metal cover will need to be carefully pried from the installation location as sealant was applied during manufacturing. Retain the sheet metal cover and screws for reassembly.



Figure 1

NOTE: The Battery Control Center and other electrical components will be visible after removing the sheet metal cover.

ELECTRICAL COMPONENT INSPECTION/CORRECTION:

All electrical components must be located above the compartment floor and positioned to allow for servicing if needed. Follow the steps below to inspect, and if necessary, correct the location of electrical components.

IDENTIFICATION AND POSSIBLE RELOCATION OF THE ELECTRIC JACK CONTROLLER:

If the electric jack controller is mounted behind the battery control center near the PACO beam, follow Steps 8-13 to relocate it to the area containing the water fill hoses. If the electric jack controller is located in the compartment containing the water fill hoses or other accessible location, proceed to Step 14.

8. Label all wires as necessary, then disconnect from electric jack controller.
9. Remove the screws mounting the electric jack controller. Retain screws.
10. Pull the free ends of the electric jack controller wires back through the opening in the outrigger, to the water fill hose compartment.
11. Identify a location on the ceiling of the water fill hose compartment to relocate the electric jack controller. Allow a minimum of 4" clearance between the motor home sidewall and outboard edge of the electric jack controller.

NOTE:

- Verify wire harness length is sufficient to connect to the controller terminals.
- Verify that the electric jack controller is positioned correctly. When properly installed, the controller will be mounted to the underside of the motor home main floor and with the directional arrow pointing towards the front of the motor home.

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12. Install the electric jack controller using original screws.
13. Reconnect the wire harness according to labeling from Step 8.

INSPECTION/RELOCATION OF SLIDE-OUT ROOM CONTROLLERS:

14. Locate the three slide-out room controllers mounted near the Battery Control Center:
 - A. If the slide-out room controllers are installed on the floor of this compartment, proceed to Step 15 in order to relocate them above the floor of the compartment.
 - B. If the slide-out room controllers are installed above the floor of the compartment, skip Steps 15-16 and proceed to Step 17.

Perform Steps 15-16 only if slide-out controllers need to be relocated:

15. If slide-out room controllers were determined to need relocation in Step 14, remove the installation screws securing them to the floor of the electrical compartment. Retain screws for reassembly.
16. Locate an area of the compartment wall that is of sufficient size to re-locate the three slide-out room controllers. Make sure the wiring harnesses will reach to the new location. If sufficient space or wiring harness length is unavailable, it may be necessary to slightly adjust the location of the Fuse/Relay Block on the compartment wall in order to provide enough area for the slide-out controllers to be mounted. See Figure 2.

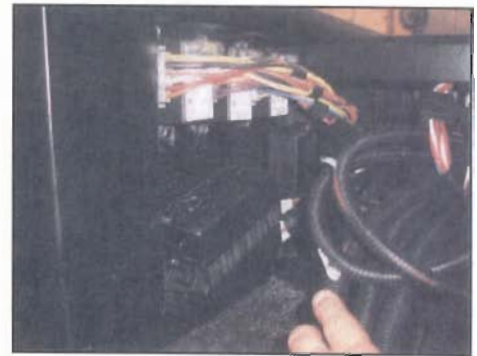


Figure 2

INSPECTION/RELOCATION OF RELAY BLOCK:

17. Locate the relay block inside the electrical compartment containing the Battery Control Center:
 - A. If the relay block is secured above the compartment floor, it does not need to be relocated; skip to Step 19. See Figure 2.
 - B. If the relay block is fastened to the compartment floor, proceed to Step 18 to re-locate it above the floor of the compartment.
18. Locate an area within the compartment that has sufficient size to re-locate the relay block above the floor of the compartment. Make sure the wiring harness will reach to the new location. Secure in place with #8 X 1" Tek Screws.

NOTE: If sufficient space or wiring harness length is unavailable, it may be necessary to fabricate an alternate mounting location within the compartment and above the floor.

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INSPECTION/RELOCATION OF IN-LINE FUSES:

19. Locate the in-line fuses inside the compartment with the Battery Control Center:
 - A. If the in-line fuses are secured off the compartment floor, they do not need to be relocated; skip to Step 21. See Figures 3 and 4.
 - B. If the in-line fuses are located in a manner that they can make contact with the compartment floor, proceed to Step 20 to secure them above the compartment floor.

Perform Step 20 only if in-line fuses need to be relocated per Step 19.

20. If the in-line fuses were determined to need relocation in Step 19, use wire ties to bundle all fuses together. Relocate the fuses by one of the following methods:
 - A. Use a #8 X 1" Tek Screw to attach the mounting tab on one of the in-line fuses to a surface above the floor of the electrical compartment, making sure that all fuses will be elevated off the floor after installation. See Figure 3.
 - B. Use wire ties to secure the in-line fuses to the battery cables connected to the Battery Control Center, making certain that the fuses cannot make contact with the compartment floor. See Figure 4.
21. Verify that all electrical components are located above the compartment floor; correct as necessary. Proceed to the next section, "**Sealing the Compartments**".

SEALING THE COMPARTMENTS:

The following Steps 22 – 27 address enclosing the gap between the PACO beam and the rear of the compartment floor containing the Battery Control Center.

22. Working from underneath the motor home, bundle together all wires exiting the Battery Control Center compartment through the open space between the PACO beam and the back edge of the compartment floor. Use wire ties to secure.
23. Measure and record the approximate center location of the bundle of wiring that exits the rear of the compartment containing the Battery Control Center. This measurement will determine where to locate a 4-inch diameter hole, to be cut in a new Polyurethane Panel in the next Step. Additionally, measure and record the location of a notch to be cut in the new Polyurethane Panel for the PACO Beam Rivet Bracket. Refer to Figure 5.



Figure 3
In-line fuses need to be located off the floor of the compartment.



Figure 4
In-line fuses secured off compartment floor with wire ties

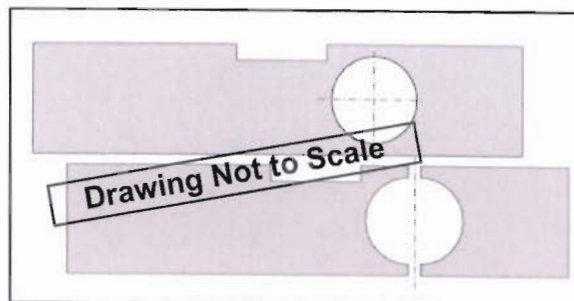


FIGURE 5
Cut hole and notch as shown using measurements taken in Step 23, then cut Polyurethane Panel into two pieces using the vertical center-line of the hole.

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24. Use a hole saw to cut a 4-inch diameter hole in the new piece of 8" x 22 1/4" Polyurethane Panel (BCC Housing Panel), for the wiring auto loom, according to the measurements recorded in Step 23. See Figures 5 and 6.
25. Use a jigsaw with a fine-tooth blade to cut a notch for the PACO Beam Rivet Bracket. Cut along the vertical center-line of the 4-inch diameter hole to separate the BCC Housing Panel into two pieces. See Figures 5 and 6.

NOTE: The two pieces of BCC Housing Panel will be aligned back together at the cut seam surrounding the wiring harness auto loom, as shown in Figure 6.



FIGURE 6
Install the two pieces of Polyurethane material so that the wire harness passes through the hole cut in Step 24.

26. Fit the two pieces of BCC Housing Panel up against the wire bundle so that the wires exit the hole formed by the two pieces. The two pieces, when positioned properly, will enclose the gap between the Battery Control Center Compartment floor and the PACO Beam. Trim the BCC Housing Panel to fit as needed. See Figure 6.
27. Secure the BCC Housing Panel to the PACO Beam and the tube steel of the compartment using #12-14 X 1" Tek Screws spaced 6"-8" apart. See Figure 6.

SEALING THE COMPARTMENT CONTAINING WATER FILL PLUMBING:

The following Steps 28 – 40 address procedures required to seal the compartment containing the water fill hoses. This enclosure is located between the compartment for the Battery Control Center and the entry step. Work will need to be performed from underneath.

28. Working from below, secure water and vent lines for the water fill against the underside of the floor using wire ties and #8 x 1" tek screws. Position water hoses to avoid a water trap. See Figure 7.



FIGURE 7
Secure water lines to underside of floor inside water fill compartment

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29. Position a 12" length of angle steel vertically onto the outrigger on one side of the water line compartment, directly below the tube steel framing behind the entry step skirt, as shown in Figure 8. Fasten with two #12-14 x 1" Tek Screws. Fasten a second piece of angle steel onto the outrigger on the opposite side of this compartment.

NOTE: One side of each of the two pieces of angle steel should be flush with the inner surface of the tube steel after installation. See Figure 8.

30. Position a new 11" x 12" piece of Polyurethane Panel (Inner Skirt Panel) over the two pieces of angle steel installed in Step 29. Fasten onto both pieces of angle steel and onto the tube steel running across the top of the water line compartment. See Figure 9.
31. Apply Sikaflex sealant to all seams and edges of the newly installed Inner Skirt Panel.
32. Position a 4" length of angle steel horizontally, aligned with the bottom of the outrigger nearest the entry step. Fasten to the outrigger using #12-14 x 1" Tek Screws. See Figure 10.
33. Position a 26 3/4" length of angle steel horizontally, aligned with the bottom of the outrigger nearest the Battery Control Center Compartment, and the bottom flange of the PACO beam. Fasten to the outrigger using #12-14 x 1" Tek Screws. Refer to Figure 10.

NOTE: The longer piece of angle steel should span the distance between the Inner Skirt Panel installed in Step 30 and the PACO beam.

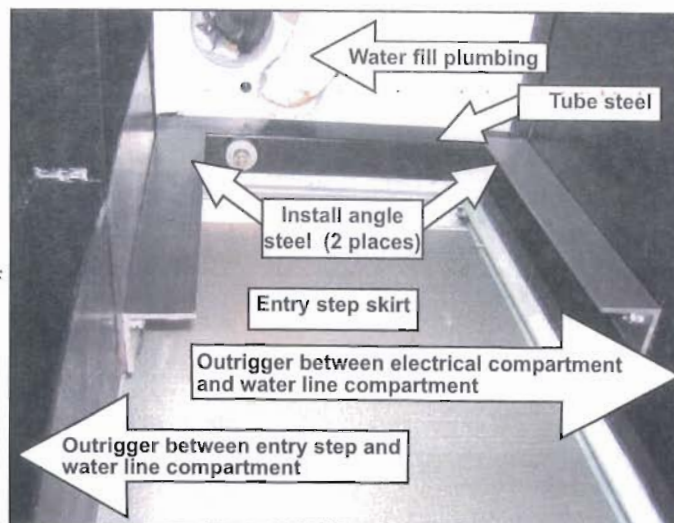


FIGURE 8

Fasten angle steel to left and right side of compartment behind entry step skirt. Edge of new angle steel should be flush with existing tube steel.



FIGURE 9

Fasten Inner Skirt Panel to both pieces of newly-installed angle steel.



FIGURE 10

Fasten 4" and 26 3/4" lengths of angle steel to align with bottom of outriggers as shown.

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34. Measure and cut a notch in a new 13" x 26 3/4" Polyurethane Panel (Water Fill Compartment Bottom Panel) to fit around the outrigger nearest the entry step. This panel will later be installed parallel with the motor home floor and reach from the bottom flange of the PACO beam to the Inner Skirt Panel installed in Step 30. The panel will also cover the angle steel installed in Step 33, and the bottom of the outrigger nearest the entry step. See Figure 11.

NOTE:

- Use a jigsaw with a fine-tooth blade to make cuts.
 - Cut openings for wire harnesses as necessary, as shown in Figure 12.
 - It may be necessary to trim the Water Fill Compartment Bottom Panel in order to achieve a proper fit.
 - Do not attach the Water Fill Compartment Bottom Panel at this time, as additional cuts are required.
35. Lay out and cut a 10" x 14" access opening in the Water Fill Compartment Bottom Panel that will be aligned with the location of the electric jack controller.

NOTE: The opening should be centered on the 13" width of the Panel, and be located at least 4" from the notched end. See Figure 13.

36. Locate and drill 1/4" holes around the perimeter of a new 12" x 16" Polyurethane Panel (Service Panel) according to the diagram in Figure 14. (There will be 14 holes to drill.)
37. Apply EPDM Compression Seal to the outer perimeter of one side of the Service Panel. On the opposite side, use a broad-tip permanent marker to label the Service Panel: "Access for Electric Jack Controller". Refer to Figures 11 and 14.
38. Center the Service Panel over the opening cut in the Water Fill Compartment Bottom Panel that was fabricated in Steps 34-35. Fasten using #12-14 x 1" Tek Screws at pre-drilled locations.
- NOTE:** Be certain the Service Panel will be accessible after installation of the Water Fill Compartment Bottom Panel. Refer to Figure 11.



FIGURE 11
Water fill compartment panel
(shown after installation)



FIGURE 12
Cut openings for wire harnesses in Water Fill Compartment Bottom as necessary.

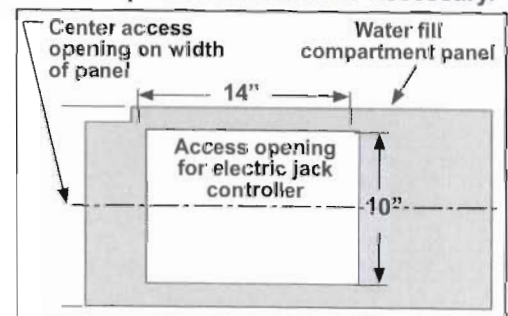


FIGURE 13

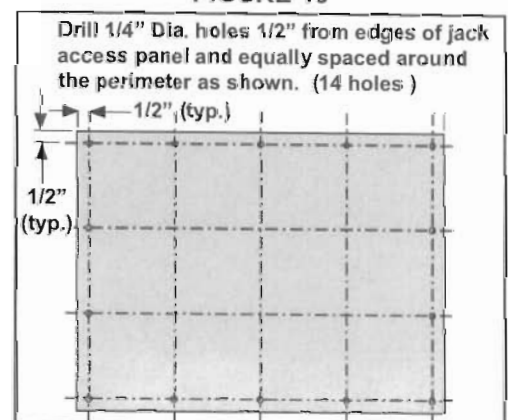


FIGURE 14

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39. Position the newly-fabricated Water Fill Compartment Bottom Panel with attached Service Panel to the angle steel, outrigger bottom, and PACO beam flange. Fasten into place using #12-14 x 1" Tek Screws.
40. Apply SikaFlex sealant to all seams, edges, and joints of the newly installed Polyurethane Panels (except the perimeter of the Electric Jack Service Panel) to prevent water intrusion into the compartment areas. This needs to include the Panel installed at the rear of the Battery Control Center Compartment, and any holes left in the compartment floor as a result of component relocation.

Additionally, use expandable foam sealant to seal all gaps around all wire harnesses exiting the newly installed Polyurethane Panels.
41. Apply the label included with the Kit to the cover of the Battery Control Center that identifies the location of the electric jack controller in the event that future service is required.
42. Use a putty knife to remove the original sealant from the sheet metal cover for the compartment containing the Battery Control Center and from the compartment mounting face.
43. Reinstall the sheet metal cover for the compartment containing the Battery Control Center, using original fasteners.
44. Apply clear Silicone sealant around the perimeter of the sheet metal cover.
45. Reinstall the angle steel fascia using original fasteners.
46. After all repairs have been made, reconnect the battery cables for the Auxiliary batteries and the Main chassis battery, making sure all battery connections are clean and tight.
47. Start the engine and fully retract the slide-out room.
48. Perform "Electric Jack Level Zero Point Configuration" according to Appendix 1 included with this Bulletin.

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PARTS:DescriptionQty.

Expandable Foam Sealer

1 (Obtain Locally)

Wire Ties

As Required (Obtain Locally)

545521 Kit, Compartment Closure, Recall 71003

1

Kit Includes All Materials Listed Below:Polyurethane Material for Panels:

Includes (1) each:

8" x 22 1/4" for BCC Housing Panel

11" x 12" for Inner Skirt Panel

13" x 26 3/4" for Water Fill Compartment Bottom Panel

12" x 16" for Service Panel to access electric jack controller

Angle Steel:

1 1/2" x 1 1/2" x 12" (Qty. 2)

1 1/2" x 1 1/2" x 4" (Qty. 1)

1 1/2" x 1 1/2" x 26 3/4" (Qty. 1)

Seal, EPDM Compression (5-foot length) (Qty. 1)

Sikaflex Black Sealant (Qty. 1)

Clear Silicone Sealant (Qty. 1)

Screw, Tek, #12-14 x 1" (Qty. 50)

Screw, Tek, #8 X 1" PFH PLTD (Qty. 10)

Label, Adhesive, Electric Jack Controller (Qty. 1)

TOOLS:

4 Inch Hole Saw

Power Drill

Utility Knife

1/2 Inch Drill

1/4" Twist Drill

Pry Bar

Power Driver with Bits

2" Masking Tape

Putty Knife

Caulking Gun

Jig Saw

Carpenter's Level

Tape Measure

Permanent Magic Marker, Black

WARRANTY LABOR ALLOWANCE:**PRIOR AUTHORIZATION (PAR) IS REQUIRED.**

Use Flat Rate Code:

9196 - 11

0.30 hr.

PAR

Inspected/Not Defective

9196 - 12

ST

PAR

Inspected/Defective/Repaired

9196 - 17

0.10 hr.

PAR

Customer Unreachable

If you have any questions regarding this Recall Bulletin, contact Fleetwood Motor Home Dealer Technical Support at:

800-816-9825.

Fleetwood Service Literature can be accessed at: <http://www.fleetwoodrvdealers.com>

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POWER GEAR ELECTRIC JACK LEVEL ZERO POINT CONFIGURATION:

Before the auto leveling features are available, the motor home level zero point must be set. This is the point to which the system will return when AUTO Level Mode is activated.

1. Use the Manual Level Mode and a carpenter's level to position the motor home to the desired level point. Place the carpenter's level on the motor home floor or the galley countertop.
2. Enable the Level Zero Point Configuration Mode by turning off the touch pad; then, within 20 seconds:
 - Press the touch pad FRONT button 5 times.
 - Press the touch pad REAR button 5 times.

All LED output lights should flash, and alarm should be off. This will signal that the motor home is now in Level Zero Point Configuration Mode.

3. Press the RETRACT ALL JACKS button on the touch pad 3 times to set the zero point. Verify all LED's on the touch pad are off, except the ON/OFF LED, which should be flashing.
4. Turn the touch pad Off, and then On again. Press the RETRACT ALL JACKS button on the touch pad. This will retract all jacks.
5. Press the AUTO button to automatically level the motor home. Verify that:
 - Jacks are lowered to the ground
 - Selected jacks are automatically extended to level the motor home.
 - When the auto level is complete, the system is returned to the programmed level zero point. The green Power Gear LED in the center of the leveling buttons will be illuminated.

NOTE:

If the system does not level the motor home, but instead all lights on the touch pad illuminate, the leveling zero point was not set. Return to Step 2 to repeat the zero point configuration sequence.

6. Turn the touch pad Off and then On again. Press the RETRACT ALL JACKS button on the touch pad. This will retract all jacks, and Level Zero Point Configuration is complete.
7. Proceed to "TESTING THE EMERGENCY RETRACT FUNCTION", below.

TESTING THE EMERGENCY RETRACT FUNCTION:

1. With the jacks down, test the emergency retract system by placing the ignition in the "Run" position. Hold the brake pedal down and release the parking brake. All LEDs will flash and the alarm beeper will activate. Verify the system automatically retracts the jacks until they are fully retracted. During this time the touch pad cannot be turned off.
2. Reset the parking brake and extend the jacks for the second emergency retract system test. Hold down the brake pedal and take the motor home out of park or neutral. Verify the system automatically retracts the jacks until they are fully retracted. During this time the touch pad cannot be turned off.
3. Contact Fleetwood Dealer Technical Support if there are any discrepancies as a result of the emergency retract testing.

This bulletin is supplied for technical information only and is not an authorization for repairs.

Federal Law (Section 134 of the National Traffic and Motor Vehicle Safety Act of 1966) requires that: if you have received a notice of recall or failure to comply from Fleetwood or any component manufacturer, you must repair or otherwise correct the defects on vehicles remaining in your inventory, according to the notification, before selling or leasing the vehicles. Any vehicle lessor receiving this recall notice must forward a copy of the notice to the lessee within ten days.

"It is impossible to know, evaluate and advise the service trade of all conceivable ways in which service might be done or of the possible hazardous consequences of each way. Accordingly, anyone who uses a service procedure or tool must first assure that neither personal safety nor vehicle safety will be jeopardized by the selected service methods."

RECALL 71003 AFFECTED SERIAL NUMBERS

Bounder

739P74796169
739P74796744
739P74796745
739P74796746
739P74796747
739P74796748
739P74796870

739P74796871
739P74796872
739P74796873
739P74796874
739P84798048
739P84798049
739P84798050

739P84798051
739P84798052
739P84798294
739P84798295
739P84798296
739P84798297
739P84798298

Pace Arrow

777P74796167
777P74796552
777P74796553
777P74796554
777P74796555
777P74796556
777P74796659
777P74796660
777P74796661

777P74796662
777P74796663
777P74797041
777P74798299
777P74798300
777P74798301
777P74798302
777P74798303
777P84798340

777P84798994
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777P84798997
777P84799005
777P84799006
777P84799007

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Federal Law (Section 154 of the National Traffic and Motor Vehicle Safety Act of 1966) requires that: If you have received a notice of recall or failure to comply from Fleetwood or any component manufacturer, you must repair or otherwise correct the defects on vehicles remaining in your inventory, according to the notification, before selling or leasing the vehicles. Any vehicle lessor receiving this recall notice must forward a copy of the notice to the lessee within ten days.

"It is impossible to know, evaluate and advise the service trade of all conceivable ways in which service might be done or of the possible hazardous consequences of each way. Accordingly, anyone who uses a service procedure or tool must first assure that neither personal safety nor vehicle safety will be jeopardized by the selected service methods."