

June 22, 2009

**VIA E-MAIL - RECEIPT CONFIRMATION REQUESTED**

09V-236  
(3 Pages)

Mr. Daniel Smith  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
Attn: Recall Management Division (NVS-215)  
1200 New Jersey Ave. S.E.  
Washington, DC 20590

Re: Dutchmen Manufacturing  
Part 573 Defect and Non-Compliance Report

Dear Mr. Smith:

On June 18, 2009 Dutchmen Manufacturing, Inc. (Dutchmen) decided that a defect which relates to motor vehicle safety exists in certain travel trailers and fifth wheels manufactured between October 2003 and January 2009.

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, we are hereby notifying the National Highway Traffic Safety Administration that certain vehicles manufactured by Dutchmen were built with an incorrect fuel safety shut-off switch.

- A. Recall Population and Vehicle Identification. The travel trailers and fifth wheels built with the defect are as follows:

Model years: 2005, 2006, 2007, 2008, 2009, 2010

<u>Brand Names</u>	<u>Models</u>
N'Tense	N200, GN 200, N220, N240, N260
Victory Lane	26SRV, 28SRV, 35SRV, 36SRV, 37SRV, 38SRV
Winner's Circle	24SRV, 26SRV, 28SRV, 32SRV, 35SRV, 36SRV, 37SRV, 38SRV
Wild Thing	W22FB, W26LT, W28SG, W30LT, W32SG
Four Winds	24SRV, 26SRV, 28SRV, 32SRV, 35SRV, 35FLSRV, 36SRV
Dutchmen	24SRV, 26SRV, 28SRV, 32SRV, 35SRV, 35FLSRV, 36SRV

The total number of vehicles subject to this recall campaign is 2,735. Similar vehicles with fuel storage systems for gasoline generators only are not included in this recall. 100% of the travel trailers and fifth wheels subject to this recall campaign were built with the defect.

- B. Description of Defect. The travel trailers and fifth wheels are built with a shut-off switch mounted inside a ventilated compartment designed to store a fuel nozzle and hose assembly. While the switch is mounted with contacts on the opposite side of a metal partition, gasoline liquid may be spilled on the switch or vapors may buildup in the vicinity of the contact side of the switch. If the switch is operated and generated a spark under these conditions, a fire or explosion could result causing serious bodily harm and/or death.
- C. Basis for Determining that a Defect Exists. Dutchmen discovered the defect after an inquiry by the Recreational Vehicle Industry Association requesting proof that the switch is non-sparking. The switch supplier could not provide proof that the switch is spark protected.

Production and shipping of new vehicles was stopped immediately upon supplier notification until an 'ignition protected' switch was found to be acceptable. An investigation was launched to determine if the defect might actually cause a fire or explosion. While it is found that the conditions which might cause a fire or explosion are highly unlikely to occur, Dutchmen Mfg. decided to error on the safety side and to pursue a full recall to change the shut-off switch. There are no known injuries or accidents that have been reported to Dutchmen as a result of this defect.

- D. Remedying of Defect. Retail customers and dealers with unsold vehicles having fuel dispensing systems will be notified and requested to take the vehicle to the nearest Dutchmen certified dealer to have the switch replaced with an ignition protected switch with insulated terminal lugs. Dutchmen will use registrations and dealer reported information to determine retail customer contacts. The repair will be done at no charge to the affected customers.
- E. Owner Notifications. A copy of the customer notification letter is attached for approval. The recall campaign will begin within two weeks of the NHTSA approval of the customer notification letter.
- F. Dealer Notifications. Dutchmen will notify all Dutchmen dealers of the non conformance and provide them with repair procedures. The Dealer notification letter will be forwarded shortly for approval.
- G. Quarterly Reporting Requirements. Dutchmen will be filing quarterly reports as required by Part 573.7 of Title 49 the Code of Federal Regulations.
- H. Campaign Number. Dutchmen does not have an internal campaign number for this recall and will use the recall campaign number assigned by NHTSA.

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The enclosed information complies with the NHTSA regulations to satisfy the obligations of Dutchmen Manufacturing, Inc. with respect to the initial reporting for this recall campaign. If you need any additional information regarding this recall campaign, please feel free to contact David Mihalick at 937-596-6849, Ext. 7363. or Robert Ries, Dutchmen Manufacturing, at 574-975-0554.

Sincerely,

A handwritten signature in black ink, appearing to read "DMihalick", written in a cursive style.

David M. Mihalick  
Thor Industries  
Standards Compliance Manager