



November 27, 2000

Ms. Kathleen C. DeMeter, Director  
Office of Defects  
U.S. Department of Transportation  
National Highway Traffic Safety Administration  
400 - 7<sup>th</sup> Street S.W.  
Washington, DC 20590

00V-378 (a)

RECEIVED  
NOV 29 4 41 PM '00  
OFFICE  
DEFECTS INVESTIGATION

Dear Ms. DeMeter:

Winnebago Industries, Inc. submits the following report pursuant to Part 573 of the NHTSA regulations. The numbered paragraphs below correspond to those found at Part 573.5(c).

1. Winnebago Industries, Inc.  
605 West Crystal Lake Road  
P. O. Box 152  
Forest City, IA 50436
2. The affected motor vehicles, when loaded, may experience front axle and/or front tire(s) side-to-side overloading. Models affected are 1999 and 2000 model year UKQ40J. These motor vehicles were manufactured between October 2, 1998 and July 25, 2000. These vehicles were identified using production records showing models and vehicle identification numbers.
3. The total number of vehicles potentially having front axle and/or front tire(s) side-to-side overloading is: 87.
4. 100 percent of the motor vehicles may have front axle and/or front side-to-side overloading.
5. The front axle and/or front tire(s) side-to-side overloading may be caused by improper loading or by the automatic leveling device adjustment becoming improperly adjusted.
6. Winnebago was made aware of this potential overload condition through Winnebago's Owner Relations Department.
7. N/A.
8. Winnebago will correct this defective situation at no cost to the owners. When required, tires will be replaced with higher rated tires, existing air bags will be replaced (I-Beam axles only), turning radius stops will be adjusted, steering gear poppets will be reset, existing RVIA weight sheets and certification labels will be replaced reflecting new ratings.
9. Enclosed is a copy of dealer letter in draft form. It is estimated that this letter will be sent on December 8, 2000.
10. Enclosed is a copy of the owner letter in draft form. It is estimated that this letter will be sent on December 22, 2000.
11. The recall documents will carry the Winnebago Industries, Inc. Number 77.

Sincerely,

Don Bartz  
Product Safety Manager

DB366/1  
Enclosure

**RE: BODY SERIAL  
CHASSIS VIN**

Dear Owner:

This notice is being sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Our records indicate that you have purchased a vehicle with the serial number/VIN that appears above.

**REASON FOR THIS RECALL**

Winnebago Ind., Inc. has determined that a defect, which relates to motor vehicle safety, exists in certain Winnebago motor homes. These vehicles were manufactured between October 2, 1999 and July 25, 2000. The front axle and/or front tires of the vehicle may encounter unequal side-to-side loading due to inappropriate loading or the vehicles leveling device becoming improperly adjusted. Should this occur one or more of the front axle components may fail and personal injury and/or property damage may result.

**WHAT WE WILL DO**

Winnebago Industries, Inc. will correct this overloading condition by replacing defective components including tires, where necessary, with appropriate components.

**WHAT YOU SHOULD**

Please contact your Winnebago Industries, Inc. dealer immediately to arrange for an appointment. Please allow sufficient time for your dealer to obtain the correct components to repair your vehicle. Also, please allow time for your dealer to process your vehicle.

Winnebago Industries, Inc. dealers are best equipped to obtain parts and provide service to ensure your vehicle is corrected as promptly as possible. HOWEVER, if you take your vehicle to the dealer on the agreed date and he does not service this condition on that date or within five days, we recommend you contact Winnebago Industries, Inc., Attention: Owner Relations Representative (641/585-6939). If you are still unable to obtain such installation without charge to you and within a reasonable time, you may contact the Administrator, N.H.T.S.A., Washington, DC 20590, or call toll free, Auto Safety Hot Line, 888/327-4236.

Presentation of this letter to the service center will assist in making the necessary correction to your vehicle in the shortest possible time. If you have sold or traded your vehicle, please let us know by completing the postage-paid owner reply card and returning it to us.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products. This letter does not constitute an acknowledgement of legal liability.

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Winnebago Industries, Inc.  
Forest City, Iowa 50436

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00V-378②

**TO: Winnebago Industries, Inc. Dealers**  
**SUBJECT: Campaign #77 - Overload of Front Tires**

The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the owner has tendered it for repair. A failure to adequately repair within 60 days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

If the condition is not adequately repaired within a reasonable time, the owners may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation.

To avoid having to provide these burdensome solutions, every effort must be made to promptly schedule an appointment with each owner and to repair their vehicle as soon as possible. As you will see in reading the enclosed copy of the letter which is being sent to owners, the owners are being instructed to contact Winnebago Industries, Inc. if you do not remedy the condition within five days of the mutually agreed upon service date. If the condition is not remedied within a reasonable time, they are instructed on how to contact the National Highway Traffic Safety Administration.

#### **REASON FOR THIS RECALL**

Winnebago Industries, Inc. has determined that a defect, which relates to motor vehicle safety, exists in certain Winnebago motor homes equipped with Freightliner chassis. These vehicles were manufactured between October 2, 1999 and July 23, 2000. The front axle and/or front tires of the vehicle may encounter unequal side-to-side loading due to inappropriate loading or the vehicles leveling device becoming improperly adjusted. Should this occur one or more of the front axle components may fail and personal injury and/or property damage may result.

#### **OWNER NOTIFICATION**

Winnebago Industries, Inc will notify owners of these vehicles. For all units in your inventory, the notification will be mailed to you. **DO NOT DELIVER TO A CUSTOMER ANY SUBJECT UNIT UNTIL CORRECTIVE ACTION HAS BEEN TAKEN.** Enclosed is a list of vehicles shipped to you.

#### **DEALER CAMPAIGN RESPONSIBILITY**

Dealers are to service all vehicles subject to this campaign at no charge to owners regardless of mileage, age of vehicle, or ownership from this time forward.

Whenever a vehicle subject to this campaign is taken into new or used inventory, or it is in your dealership for service in the future, you should take the steps to be sure the campaign correction has been made before reselling or releasing the vehicle. Owners of vehicles recently sold from your new vehicle inventory are to be contacted by the dealer, and arrangements made to make the required correction according to instructions contained in this campaign.

00V-378 (29)

**INSTRUCTION TO PERFORM CAMPAIGN #77**

**Affected Models:**

All 1999 and 2000 models with the designation of UKQ40J built between October 2, 1999 and July 25, 2000.

**Repair Procedure:**

See attached repair procedures for both the I-beam axle and the independent front suspension axle.

**Parts Information:**

Order the appropriate kit listed below from the Winnebago Parts Administrator at 800/556-9670. When ordering, use Dealer Number 7647. Please provide the Winnebago serial number when requesting kits or kits will not be sent.

**INDEPENDENT FRONT SUSPENSION AXLE KIT #131488-01-700**

- 2 Michelin Tires
- 1 TRW Steering Gear Service Kit

**I-BEAM AXLE KIT #131488-01-701**

- 2 Michelin Tires
- 2 Front Axle Air Springs
- 1 One 2-Part Adhesive Cartridge
- 1 TRW Steering Gear Service Kit

**REIMBURSEMENT**

When the service has been completed, fill out your repair order that has the labor amount and labor operation number listed below. Both the dealer and owner must properly sign the repair order before it is submitted to Winnebago Industries, Inc.

	<b><u>LABOR OPERATION NUMBER</u></b>	<b><u>TIME ALLOWANCE</u></b>
INDEPENDENT FRONT SUSPENSION AXLE REPAIR	<u>24770101</u>	<u>2.5 Hours</u>
I-BEAM AXLE REPAIR	<u>24770201</u>	<u>4.0 Hours</u>

Thank you for your cooperation.

Winnebago Industries, Inc.  
Forest City, Iowa 50436

**INSTRUCTIONS FOR REPAIRING INDEPENDENT FRONT SUSPENSION AXLE**

1. Set the parking brake and chock the rear wheels.
2. Raise the front axle and remove the front tire/wheel assemblies.
3. Remove existing tires from wheels and replace with new Michelin tires. Balance tires before installing on vehicle. Old tires must be discarded.
4. Install new tire/wheel assemblies onto vehicle and torque lug nuts to the following:

8-Bolt wheels	280-310 foot-pounds
10-Bolt wheels	450-500 foot-pounds
5. Locate the front axle stops and loosen the jam nuts. Unscrew the axle stop bolt. Turn the steering wheel completely to the left and adjust the axle stop bolt until there is 1" to 1 $\frac{1}{4}$ " clearance between the left front tire and the steering linkage. Turn the steering wheel completely to the right and adjust the axle stop bolt until there is 1" to 1 $\frac{1}{4}$ " clearance between the right front tire and the lower shock-mounting bolt. Torque the jam nuts to 50-65 foot-pounds.
6. **STEERING GEAR POPPET ADJUSTMENT** - See instructions included in the package containing the TRW Steering Gear Service Kit.
7. Remove one weight sheet from the owner's packet and one from the wall located in the wardrobe. Place one new weight sheet in the owner's packet and install one new weight sheet on the wall of the wardrobe in the same location as the previous weight sheet. Discard old weight sheets.
8. Remove the existing certification label from the owner's packet and insert new certification label in its place. Place the other new certification label over the existing certification label located at or near the driver's left foot.

DB366/6

# INSTRUCTIONS TO PERFORM CAMPAIGN #77

## Replacement of Front Tires and Air Springs on a Limited Number of Ultimate Advantage Motorhomes with I-Beam Front Axle

### PROCEDURE

The basic procedure involves replacing the front air springs with larger capacity air springs, then replacing the existing front tires with wider tires. Finally, a poppet valve kit must be installed in the steering gear and adjusted to TRW specifications.

#### Step 1 – Remove and Replace Front Axle Air Springs

- Raise the coach on a hoist and support the frame to allow lowering the front axle assembly. (See photo 1 for example).
- Remove the front air springs as shown in photo 2. Pry bar may be necessary to loosen base from axle.
- Remove the air spring bladder from the base as shown in photo 3. Keep bolts in existing locations.
- Remount base to new, larger air spring bladder.  
NOTE: V-notch in base and air fitting on top of spring bladder should be oriented to inboard side of frame.

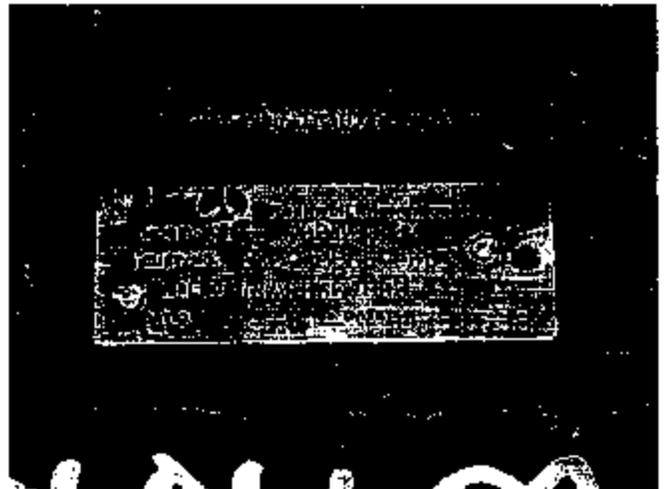


**Step 3 – Install and Adjust Poppet Valve in Steering Gear Assembly**

- Follow the accompanying instructions from TRW to adjust steering gear poppet settings.

**Step 4 – Replace Axle Data Plate**

- Remove the existing data plate from the front side of the axle using a chisel or other appropriate means.
- Clean and prepare the axle surface for application of adhesive in the same location as the data plate removed in the previous step.
- Mix an adequate amount of the 2-part epoxy adhesive provided to generously coat the backside of the new data plate provided. (Mix epoxy for 1 minute before applying, then apply immediately)
- Affix the new data plate in the same area as the old data plate. Allow epoxy to squeeze out through mounting holes and moderately around perimeter of plate.
- Use duct tape as necessary to hold new data plate in place until epoxy cures.



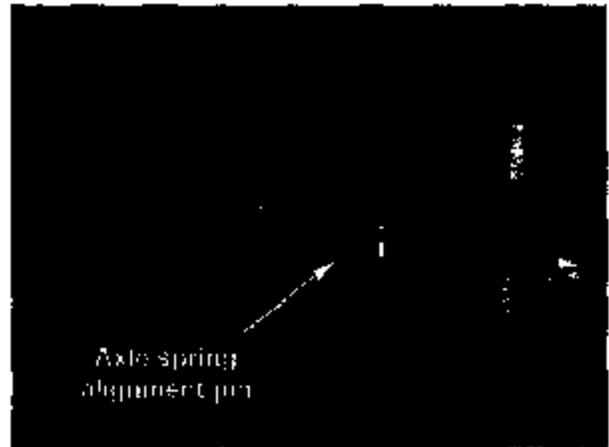
**Step 5 – Replace Vehicle Certification Label and Weight Data Sheet Inside Coach**

- Remove the existing Vehicle Certification Label from the lower inside driver door. Replace with new label provided and cover with clear overlay also provided.
- Locate the weight data sheet inside the coach (typically inside wardrobe or cupboard doors) and remove from wall or door. Replace with updated sheet provided. Also replace the duplicate weight sheet and vehicle certification label located in the Owner's InfoCase.

- Remove the air fitting from the old bladder and install onto the new one. Use thread sealer to avoid air pressure leaks. Hose input faces forward (both LH and RH sides).



- When installing new air spring, align centering pin on axle with hole in base of air spring as shown.



### Step 2 – Remove and Replace Front Tires

- Remove existing front tires and replace with new 275/80R22.5 Michelin™ LRG XZE tires.
- Be careful not to mar surfaces of the aluminum rims.
- Balance tires before installing onto coach.
- Torque wheel nuts to proper specs according to number of bolts.
 

8-Bolt:	280 – 310 Ft. Lbs.
10-Bolt:	450 – 500 Ft. Lbs.
- Be sure decorative 'acorn nut' caps are replaced securely.
- Adjust axle stop bolt on inboard side of brake plate (both LH and RH sides) so that there is 1" – 1 1/4" clearance between tire and chassis components to avoid rubbing. (see photo).
- Torque the stop bolt jam nuts 50–65 ft.lbs.

