

**Safety Defect and Noncompliance Report Guide for Vehicles**  
**PART 573 Defect and Noncompliance**

On February 27, 2003 Damon Motor Coach decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. 105 S5.3) exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: February 27, 2003

Furnish the manufacturer's identification code for this recall (if applicable): 03-106

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Damon Corporation  
P.O. Box 2888  
Elkhart, IN 46515

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Art Konecny, Director of Customer Service

Name and Title of Person who prepared this report.

Brandy Ramsey, Legal Assistant

Signed: *Arthur W. Konecny*

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 OFFICE OF SAFETY  
 INVESTIGATION

Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. Jon White at (202) 366-5227 or by FAX at (202) 366-7882.

I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

<u>Make(s):</u>	<u>Model Years Involved:</u>	<u>Model(s):</u>
Daybreak	2002	2775, 2960, 3270, 3275, 3290
	2003	2960, 3270, 3275, 3285
Challenger	2000	330, 335, 352
	2001	310, 329, 330, 335, 339
	2002	315, 329, 330, 335, 348
	2003	283, 315, 328, 329, 335, 348
Intruder	2000	341, 349, 351, 359
	2001	341, 349, 350, 351, 359
	2002	341, 350, 369, 375, 379
	2003	332, 350, 369, 373, 375, 379

Production Dates: Beginning: May 1999 Ending: February 2003

VIN Range: Beginning: 3FCNF53S1YJA00081 Ending: 1FCNF53S030A02365

Vehicle Type: Motorhome Bodystyle: Class A

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

The recalled vehicles are Damon Motorhomes built on 2000-2003 Ford chassis.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect noncompliance.

<u>Model</u>	<u>Year</u>	<u>Number of Vehicles Potentially Involved</u>
	2000-2003	2,656

Total Number Potentially Affected by the Recall: 2,656

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: 100%

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

Ford provided Damon Corporation with a list of chassis it shipped Damon in the year of 2000 through 2003. This time frame was provided by Ford as being the time period that Ford's Incomplete Vehicle Manual compliance statement, which Damon relied on solely, would have been incorrect.

### III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

The instrument panel, as shipped by Ford, may not be wired correctly to illuminate the brake warning indicator for a check indicator function and/or a low brake fluid condition on the affected vehicles as required by FMVSS 105 S5.3, which specifies that the brake system warning indicator shall illuminate when the ignition is in the start position or for a low brake fluid condition.

Describe the cause(s) of the defect or noncompliance condition.

Ford notified Damon Corporation that they had determined that a potential noncompliance to FMVSS 105 S5.3 may exist on the subject vehicles if Ford's IVM compliance statement was used as sole certification of the brake system warning indicator. Damon Corporation conducted an internal investigation and has confirmed that this condition exists on the subject vehicles as Damon relied solely on Ford's IVM compliance statement, which was incorrect.

Describe the consequence(s) of the defect or noncompliance condition.

Reduced brake performance due to low or inadequate volume of brake fluid.

Identify any warning which can (a) precede or (b) occur.

Reduced braking efficiency.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

Ford Motor Company

P. O. Box 1904

Dearborn, MI 48121

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Frank M. Ligon

Director

Vehicle Service and Programs, Customer Service Division

#### IV. Provide the Chronology in Determining the Defect/Noncompliance

*If the recall is for a defect, complete item 6, otherwise item 7.*

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

Damon Corporation received notification of the problem from Ford on 2/10/03.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

See above.

#### V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

To correct this condition, the brake warning indicator bulb from the right side indicator position must be transferred to the left side indicator position of the instrument cluster and the wire harness must be modified per the attached instructions.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

The indicator light moves from the right side of the instrument panel to the left.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

Damon Corporation's production is in the process of being remedied. The remedy is identical to the recall remedy.

#### VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

Damon Corporation will notify owners and dealers of the affected vehicles to return them to a dealer to have the remedy performed at no charge to them. It currently anticipated that owner notification will occur on or before the week of March 30, 2003. Damon will submit its proposed owner letter to NHTSA for approval on or before March 10. There are no foreseeable problems with implementing the recall.

#### VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

Note that these documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

*Ford Motor Company*

03V-080 @d  
RECEIVED FEB 10 2003

Frank M. Ligon  
Director  
Vehicle Service and Programs  
Ford Customer Service Division

Ford Motor Company  
P. O. Box 1804  
Dearborn, Michigan 48121

TO: All F53 Chassis Final Stage Manufacturers  
ATTN: Warranty Administrator

January 2003

**SUBJECT:** Certain 2000 through 2003 Model Year F53 Chassis - Brake Warning Indicator

**AFFECTED VEHICLES**

Certain 2000 through 2003 model year F53 Chassis built at the IMMSA and Detroit Chassis Plant from May 13, 1998 through October 22, 2002 and assembled at the final stage manufacturer.

**NON-COMPLIANCE**

The instrument panel, as shipped by Ford, may not be wired correctly to illuminate the brake warning indicator for a check indicator function and/or a low brake fluid condition on the affected vehicles. The brake warning indicator is intended to illuminate when the Ignition key is turned to the ON, RUN, or START position and/or when the brake fluid is low. Federal Motor Vehicle Safety Standard (FMVSS) No. 105 S5.3 (Technical Standards Document (TSD) No. 105 S5.3 in Canada) specifies that this check of the brake warning indicator function and the low brake fluid indication be provided. As described in the Incomplete Vehicle Manual, the final stage manufacturer is responsible for certifying compliance to Federal and Canadian Motor Vehicle Safety Standards. As a final stage manufacturer, your company will need to determine whether any vehicles do not comply with these standards.

**SERVICE ACTION**

If a noncompliance exists, you will need to notify the National Highway Traffic Safety Administration (NHTSA) (Transport Canada for vehicles destined for Canada), develop service procedures for your completed vehicles, and notify your dealers and customers. To correct this condition, the brake warning indicator bulb from the right side indicator position must be transferred to the left side indicator position of the instrument cluster and the wire harness must be modified per the attached instructions. There are no parts required for this service procedure, however if the bulb is damaged during the transfer the replacement bulb part number is: F57Z-13B765-BA.

**VIN LIST AND SAMPLE LETTERS**

A VIN list has been provided to assist you in contacting customers of affected vehicles. If you would like an electronic file, call (734) 374-8305, or e-mail [Ford@renkim.com](mailto:Ford@renkim.com) to request a copy. Please have your Fleet Identification Number (FIN) available at the time of your request. Also, a sample 5 day letter to NHTSA and a sample customer letter are attached to assist you with developing your communications, in the event of a noncompliance.

If you require assistance in developing Recall and/or customer notifications for vehicles produced for Canada, please contact Transport Canada's Recall activity at 1-800-333-0510 or 613-993-9851.

**ATTACHMENTS**

Sample U.S. Customer Notification Letter  
Technical Information  
Sample 5 Day Letter to NHTSA  
VIN list

Sincerely,

*Frank M. Ligon*

Frank M. Ligon

**INSTRUMENT CLUSTER BRAKE WARNING LAMP CIRCUIT REVISION**

**AFFECTED VEHICLES:** CERTAIN 2000 THROUGH 2003 MODEL YEAR  
F-53 CHASSIS VEHICLES

**OVERVIEW**

This procedure provides the detail for revising the brake warning lamp circuit. A bulb will be repositioned from one socket to another within the instrument cluster, and a single wire will be moved from one instrument cluster connector to another. A verification check will also be performed to ensure a proper repair.

**SERVICE PROCEDURE**

1. Install a memory saver and disconnect the battery negative cable.

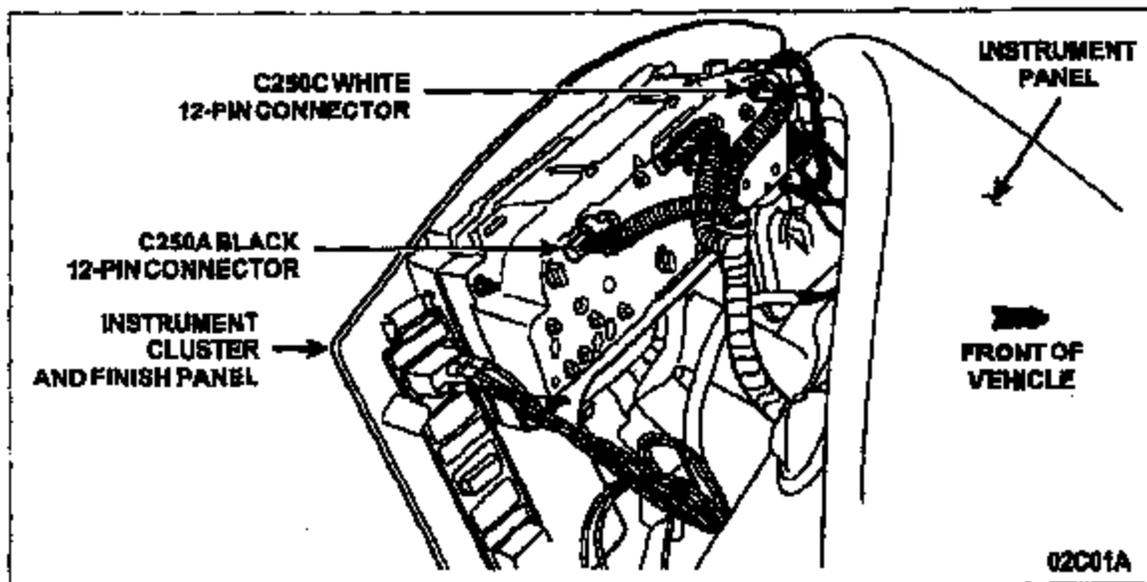
**NOTE**

Due to the various F-53 chassis body builder configurations, specific detail for access to the instrument cluster will not be provided.

Gain access to and pull the instrument cluster back from the instrument panel.

NOTE: It is not necessary or desirable to remove the cluster from the finish panel, though positioning the shift lever to "1" may be helpful. This should provide suitable access to the repair area. See Figure 1.

2. Disconnect the C250A (black 12-pin connector) and C250C (white 12-pin connector) instrument cluster electrical connectors. See Figure 1.

**FIGURE 1**

3. Remove the tape and the convolute from the C250A and C250C harnesses up to the point they join the main harness. Retain the convolute. It will be reinstalled. See Figure 2.

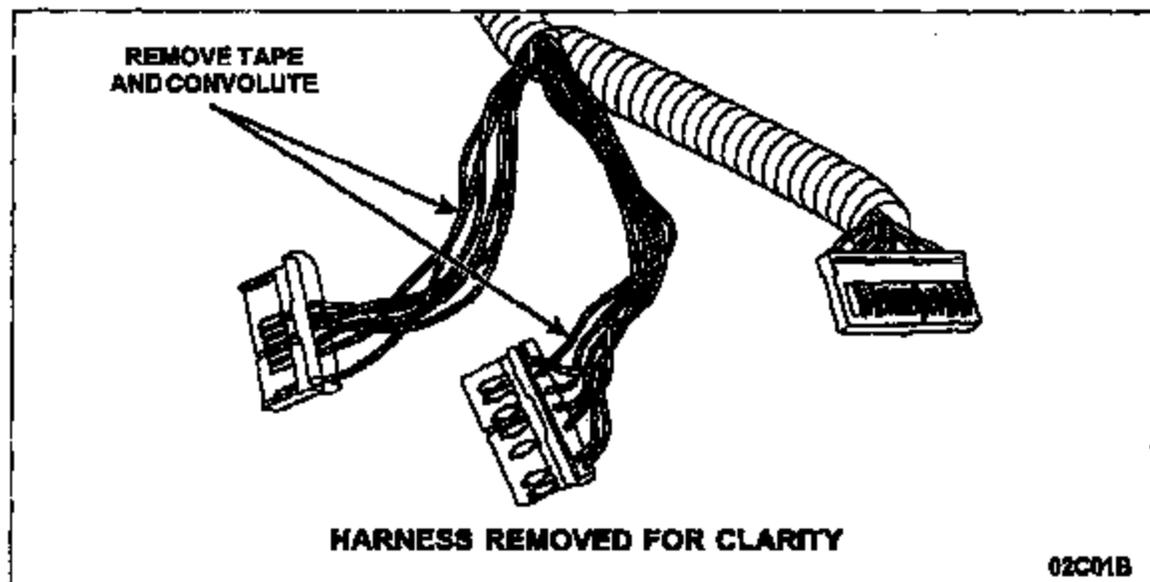


FIGURE 2

**CAUTION!**

**DO NOT** reference the published wiring diagrams as the information for these particular connectors may not be correct.

4. Open the black 12-pin connector locking clamp. See Figure 3.

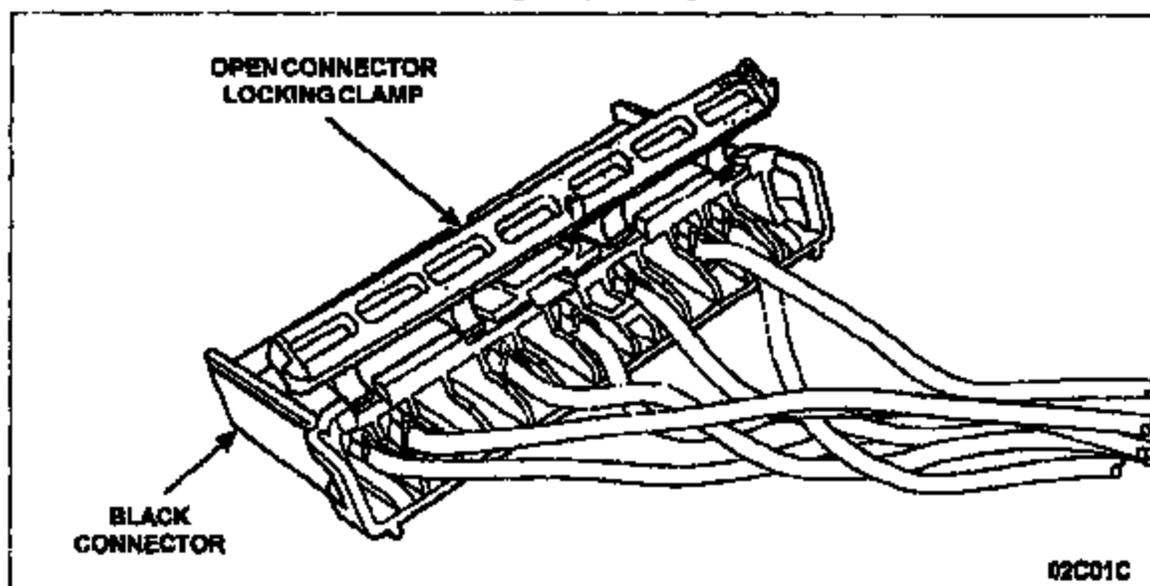


FIGURE 3

5. Remove the VIOLET/WHITE wire from cavity No. 3 by pushing the small release tab and pulling the wire out of the cavity. Then, close the locking clamp. See Figure 4.

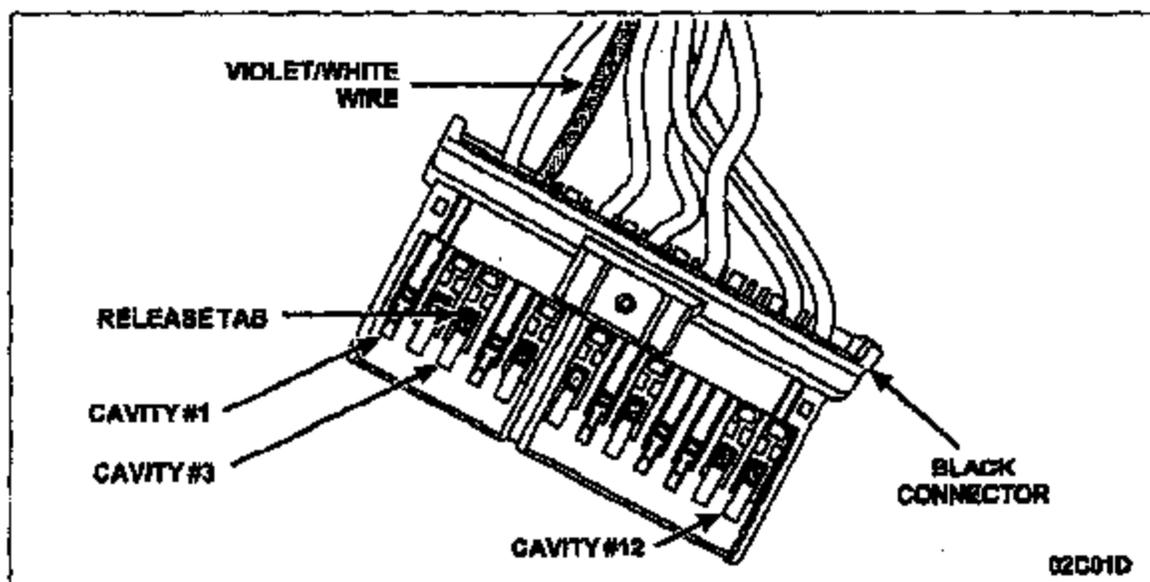


FIGURE 4

6. Open the white 12-pin connector locking clamp and install the VIOLET/WHITE wire into cavity No. 10. Pull the white wire with light force to make sure it is fully seated. Then, close the locking clamp. See Figure 5.

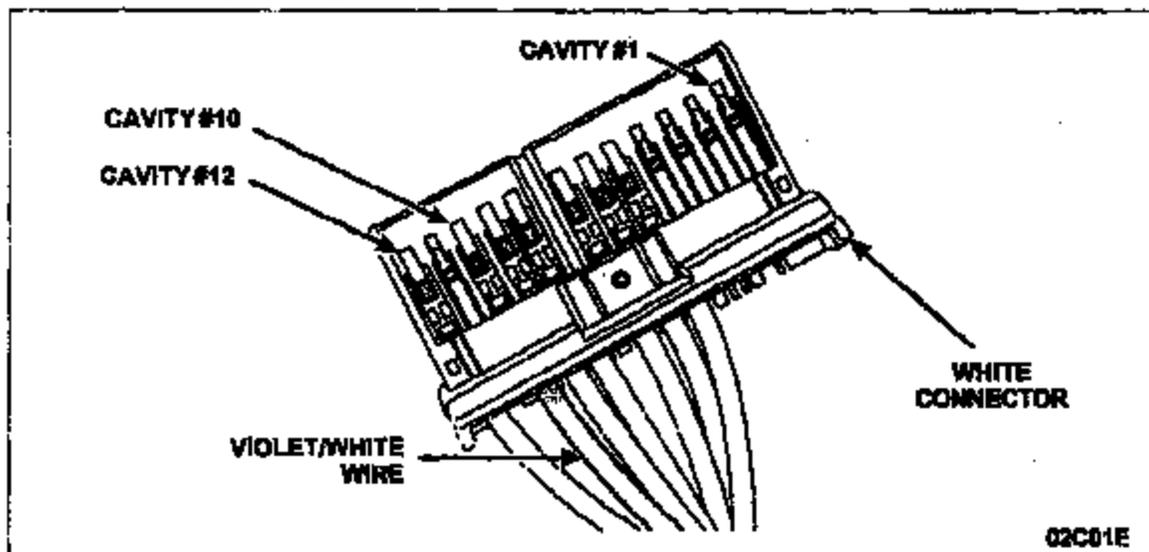


FIGURE 5

7. Install the convolute and retape both harnesses.
8. Remove the bulb from the "BRAKE" socket and transfer it to the vacant "BRK" socket located on the opposite side of the cluster. See Figure 6.

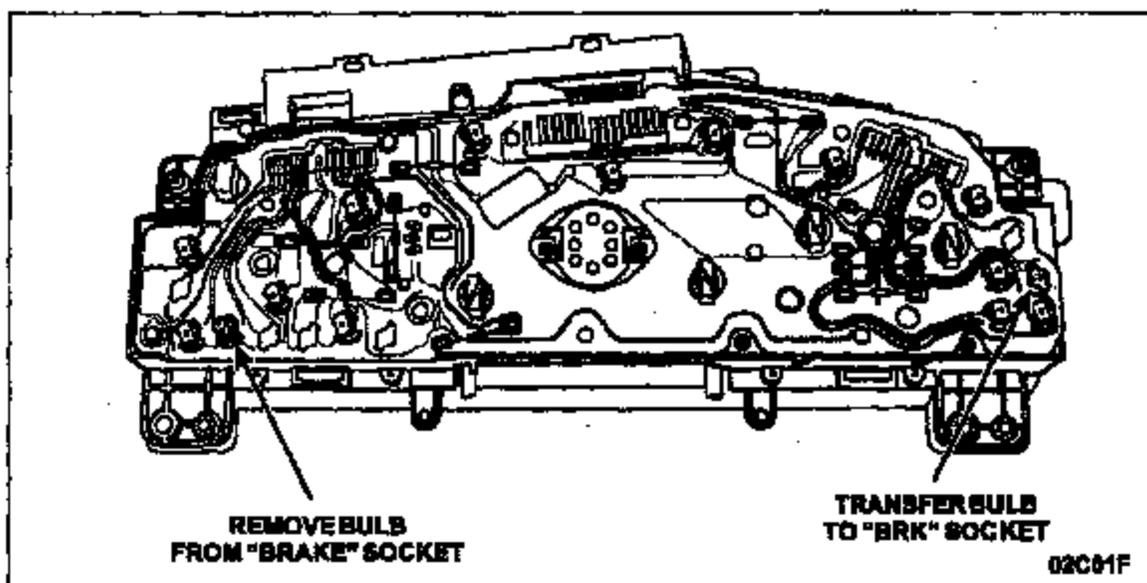


FIGURE 6

9. Connect the electrical connectors.
10. Reinstall the cluster and all trim removed during disassembly.
11. Connect the battery negative cable and remove the memory saver.

## REPAIR VERIFICATION

These checks are to ensure the BRAKE warning lamp [with the exclamation point (ⓘ)] will illuminate under the proper conditions. The brake warning lamp should light under ALL of these conditions.

### VEHICLES EQUIPPED WITH HYDRO-MAX

1. Make sure the parking brake is disengaged, then turn the ignition key to the ON position (do not start engine). The brake warning lamp ⓘ should illuminate along with the Hydro-Max warning lamp [with the lightning bolt (⚡)].
2. Start the engine and apply the parking brake. The brake warning lamp ⓘ should illuminate. Disengage the parking brake and the lamp should turn off.
3. With the engine still running, locate the 2-wire connector at the left side of the master cylinder and disconnect it. Ground the VIOLET/WHITE wire to the chassis. The brake warning lamp ⓘ should illuminate. Remove the ground, reconnect the connector and turn the engine off.

### VEHICLES EQUIPPED WITH HYDRO-BOOST

1. Make sure the parking brake is disengaged, then while starting the engine, verify the brake warning lamp ⓘ illuminates when the ignition key is in the START position. Once the engine starts and the key is in the ON position, the lamp should turn off.
2. With the engine running, apply the parking brake. The brake warning lamp ⓘ should illuminate. Disengage the parking brake and the lamp should turn off.
3. With the engine still running, locate the 2-wire connector at the left side of the master cylinder and disconnect it. Ground the VIOLET/WHITE wire to the chassis. The brake warning lamp ⓘ should illuminate. Remove the ground, reconnect the connector and turn the engine off.