


Industries, Inc.

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 45640 23rd Street West
 Lancaster, CA 93536

 OFFICE OF DEFECTIVE
 INVESTIGATION

April 11, 2003

 N.H.T.S.A.
 Office of Defects and Investigation
 Mr. George H. Person
 Chief Recall Management Division
 400 7th Street S.W. NVS-215
 Washington, DC 20590

Dear Mr. Person and Associates,

As we discussed on April 11, 2003, attached here is the report you requested regarding Ford's recall No. 02C01. In our conversation you allowed until today April 14, 2003 for me to mail and fax you this report. Also in accordance with your advice I answered as many questions as I am able to at this present time. Any necessary additional information will be sent as I obtain it.

Should you have any questions, feel free to contact me at 800 444-9720 or 661-726-5470.

Sincerely,

Rexhall Industries, Inc.

 Mark A. Santiago
 Director of Consumer Affairs

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report⁽¹⁾

On December 5, 2002, Ford [MFR] decided that ~~(a defect which relates to motor vehicle safety)~~ ~~(a noncompliance with Federal Motor Vehicle Safety Standard No. 10585.3)~~ exits 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: April 14, 2003

Furnish the manufacturer's identification code for this recall (if applicable): 02C01

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.

Ford Motor Company /
Rehall Industries, Inc.

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

Telephone Number: . Fax No.: 661-729-2670

Name and Title of Person who prepared this report.

Mark Santiago
Director of Consumer Affairs

Signed:

MSantiago

L. 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:

Make(s): Model Years Involved: Model(s): *RoseAir, RexAir, Aerbus, American Clipper, Vision*
Certain 2000-2003 with F53 Chassis

Production Dates: Beginning: Ending: *10/11/99 — 5/24/00*

VIN Range: Beginning: *3FCLF53S3YJA01265* Ending: *3FCLNF53SBYJA10526*

Vehicle Type: Bodystyle: *Motorhomes*

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall: *Vehicles with F53 chassis only have been recalled*

Make(s): Model Years Involved: Model(s): *RoseAir, RexAir, Aerbus, American Clipper, Vision*
Certain 2000-2003 with F53 Chassis

Production Dates: Beginning: Ending: *12/7/00 — 5/4/03*

VIN Range: Beginning: *1FCNFE3S210A05103* Ending: *1FCNFE3S620A02455*

Vehicle Type: Bodystyle: *Motorhome*

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall: *Vehicles with F53 Chassis only have been recalled*

Make(s): Model Years Involved: Model(s):

Production Dates: Beginning: Ending:

VIN Range: Beginning: _____ Ending: _____

Vehicle Type: Bodystyle:

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

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.

03V-148 ④ of ②

76.5%

II. Identify the Recall Population

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

Unknown.

Number of Vehicles

Model Year Potentially Involved Certain 2000-2003 F53 Chassis

Total Number Potentially Affected by the Recall:

1,842

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

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 sent Rexhall information and VIN list.

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.

Brake System Warning Indicator on dash board will not illuminate as required by FMVSS 105 SE.3, which specifies that the 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.

The instrument panel as shipped by Ford may not be wired correctly.

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

Indicator light may not illuminate when ignition key is turned to the ON, RUN, or START position, and/or when brake fluid is low.

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

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, Michigan 48121

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

Frank M. Ligon
James P. Vondale
Automotive Safety Office
Environmental & Safety Engineering

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.

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.

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.

Correct wiring procedure as indicated in Ford's instructional diagrams (attached here).

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

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.

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.

July 1, 2003

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*

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

1. ¹Each 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.

The Privacy Act of 1974 - Public Law 93-579, As Amended: This information is requested pursuant to the authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response maybe used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administration enforcement or litigation against a manufacturer, your response, or statistical summary thereof, may be used in support of the agency's action.

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.

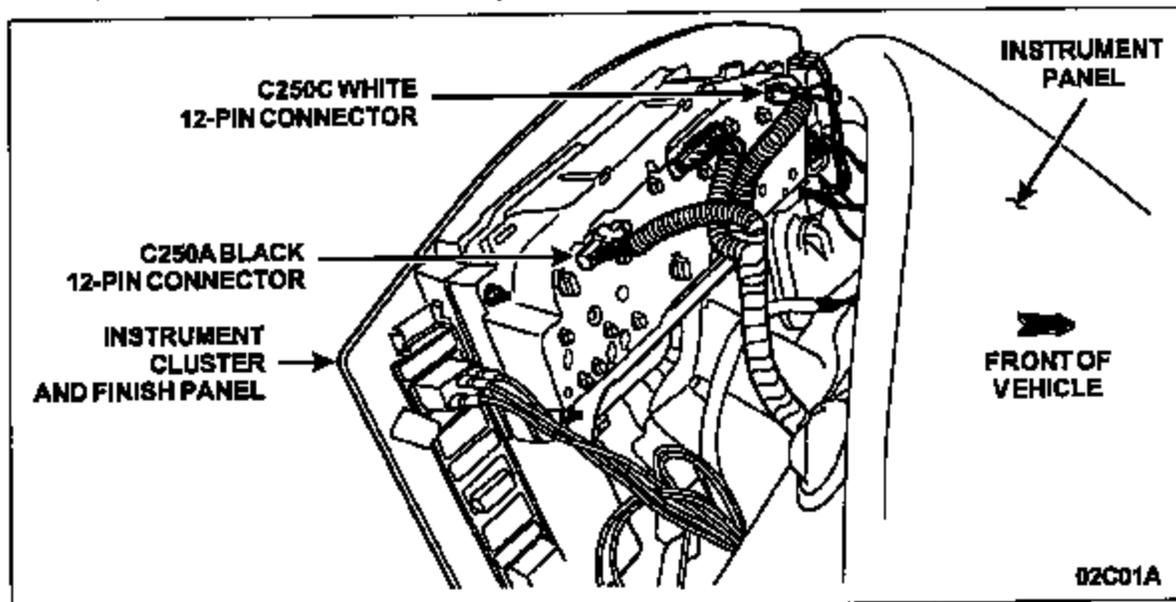
NOTE

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.

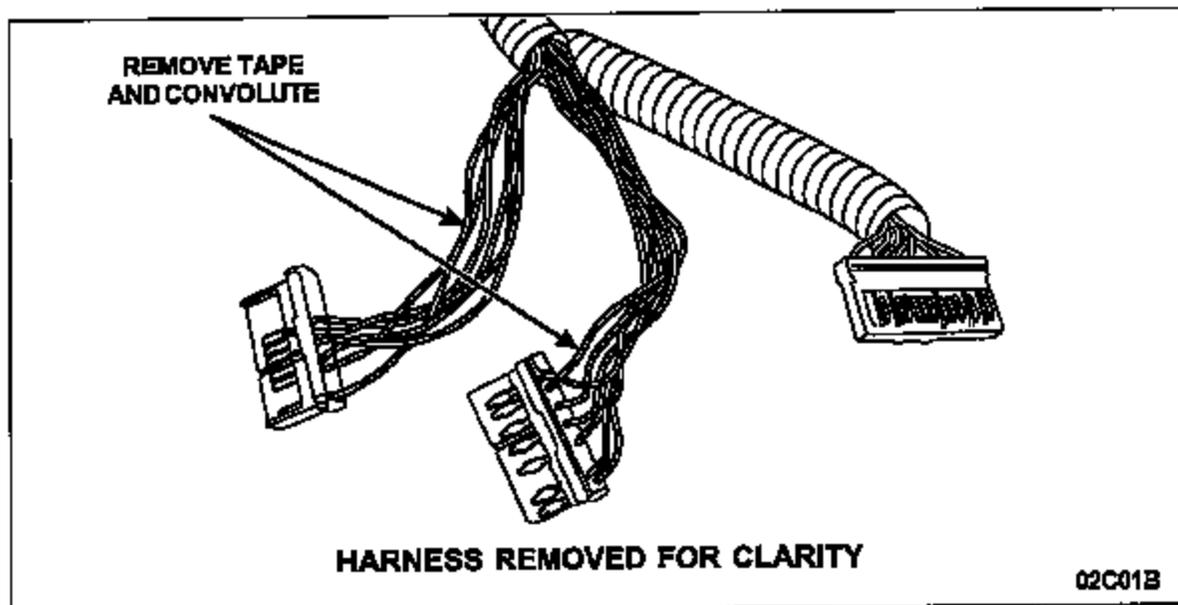


FIGURE 2

**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.

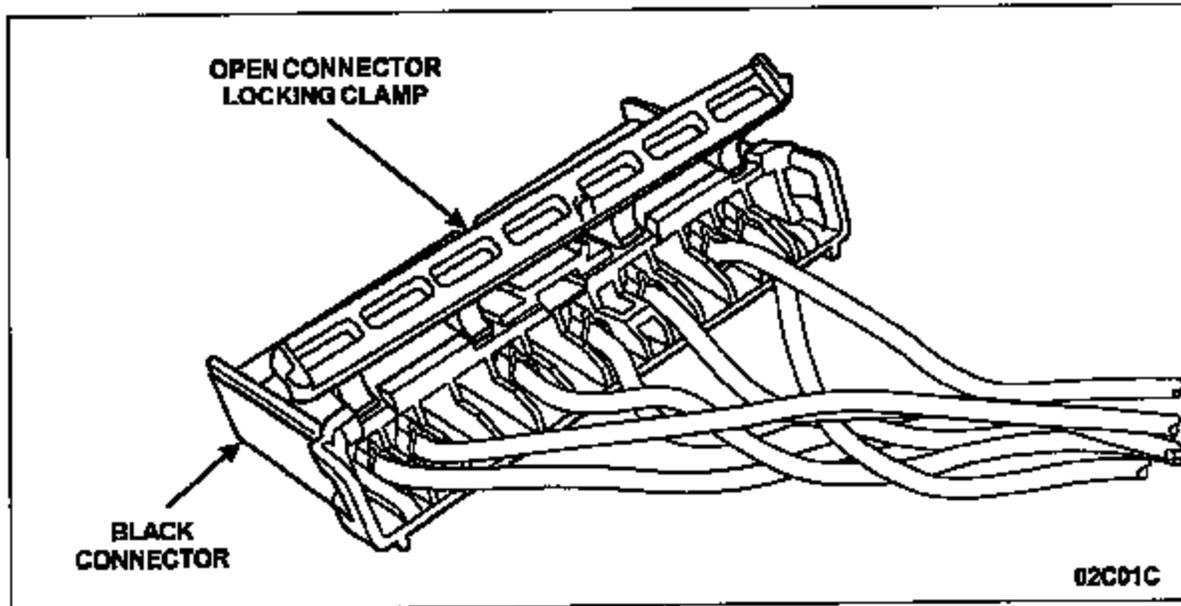


FIGURE 3

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.

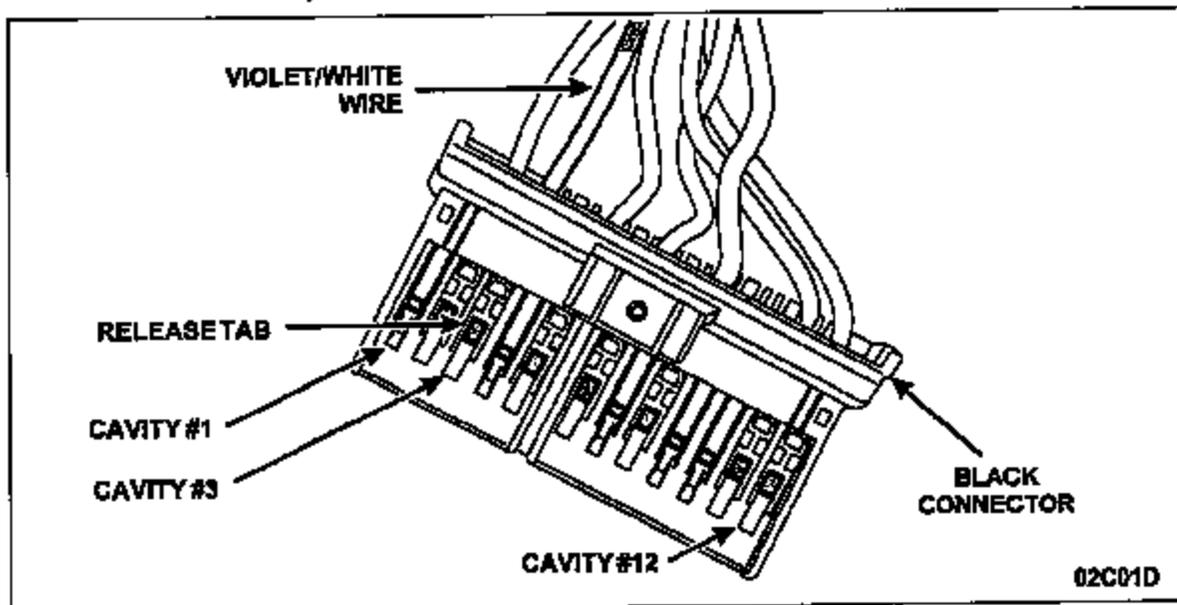


FIGURE 4

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.

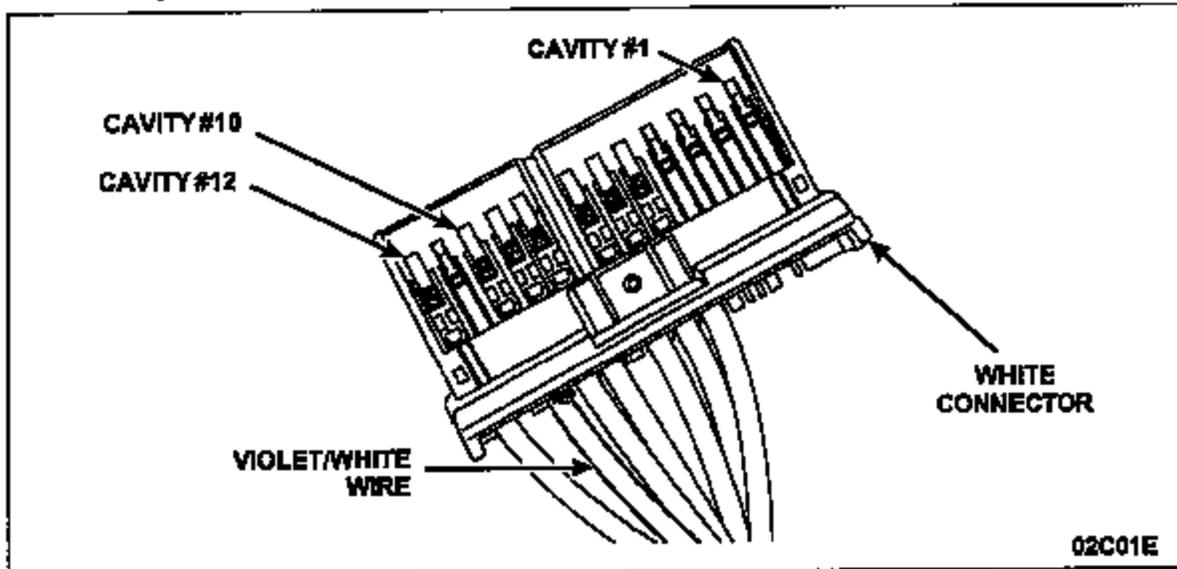


FIGURE 5

7. Install the convolute and relape 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.

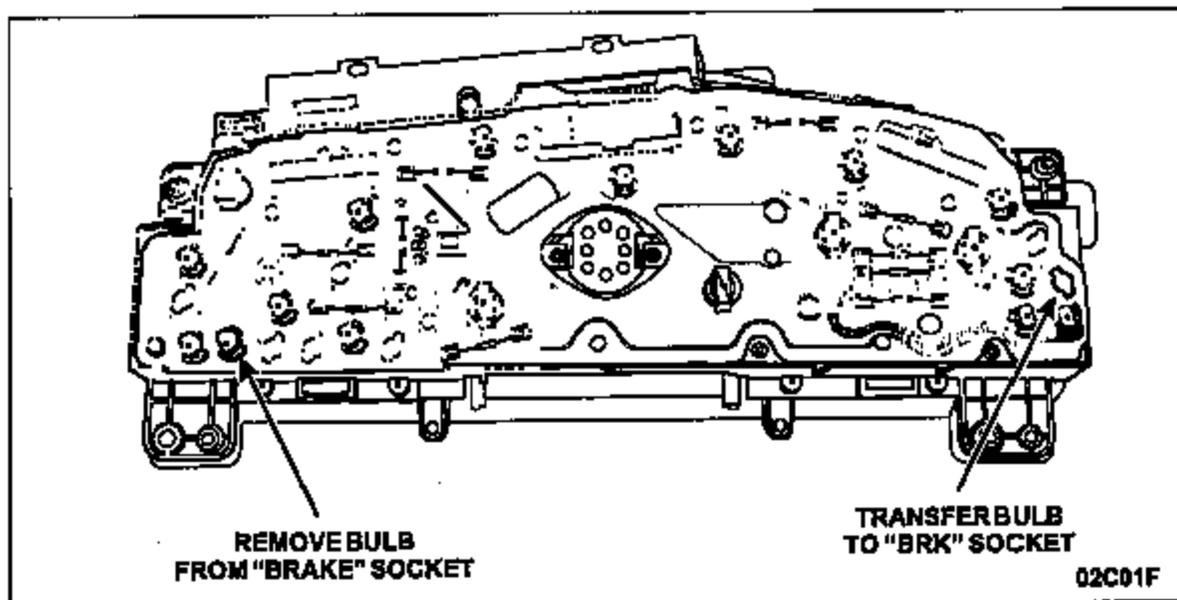


FIGURE 6

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.