



99V-050 (01)

L. W. Camp
Director
Automotive Safety Office
Environmental And Safety Engineering

Ford Motor Company
330 Town Center Drive
Dearborn, Michigan 48126 USA

March 10, 1999

Mr. Kenneth N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Weinstein:

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Ford Motor Company submits the following information concerning a safety-compliance recall action that it is initiating.

573.5 (c) (2)

All 1997 and 1998 model year Ford Louisville and Aeromax trucks with the DSO (Dealer Special Order) optional Wabco air dryer built at the Kentucky Truck Plant from April 29, 1996 through December 21, 1997.

Because the vehicles are not produced in VIN order, information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-800-392-3673), or contacting a local Ford dealer who can obtain specific information regarding the vehicles from the Ford OASIS computer system.

573.5 (c) (3)

As a result of the sale of its heavy truck business to Freightliner, Ford ended production of the Louisville and Aeromax trucks on December 21, 1997. During Ford's production



through this date, approximately 1,700 affected vehicles were built.

573.5 (c) (4)

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All 1,700 vehicles are affected.

573.5 (c) (5)

The air brake system on vehicles built with the optional Wabco air dryer were plumbed such that the systems did not provide air reservoir isolation. The vehicles were built with check valves incorrectly positioned between the supply tank and the secondary air reservoir, such that the loss of reservoir air pressure is possible in the event of a leak in the system. These vehicles, therefore, do not comply with the FMVSS 121 requirement that each service reservoir system be protected against loss of air pressure due to failure or leakage in the system between the service reservoir and the source of air pressure.

Under normal conditions, the service brakes on the affected vehicles operate as intended. However, if a brake system air line were damaged and leakage occurred, the air brake reservoir pressure may be depleted, activating the emergency spring brake. With the emergency spring brake deployed, the vehicle would stop and could not be moved until the brake air system was repaired.

573.5 (c) (7)

The condition was brought to Ford's attention by a customer with four units with this reservoir isolation concern. An inspection by Ford personnel of this customers vehicles, and a review of the air dryer option plumbing design, verified the design deficiency. Subsequent inspection by Ford personnel found five additional units in the field with this condition.

573.5 (c) (8)

Ford is not aware of any field or owner reports (with the exception of the four identified above) or allegations of accidents or injuries related to this condition. Owners of record of the affected vehicles will be notified on or about

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the week of April 26, 1999, and advised to contact their dealers to make arrangements for repair. The repair will involve air line plumbing revisions to incorporate check valving to provide air reservoir isolation. This remedy will be at no cost to the owners.

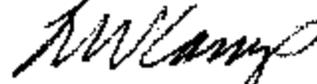
573.5 (c) (9)

Ford does not at this time plan to make a statement available to the media concerning the subject matter of this recall. We have identified and, through our owner notification mailing, will communicate directly to the owners of each affected vehicle. Copies of the Notification letters to dealers and owners from Ford Customer Service Division will be forwarded to the agency when available.

573.5 (c) (11)

Ford has assigned campaign number 99S05 to this action.

Very truly yours,



L. W. Camp