



INTERNATIONAL TRUCK AND ENGINE CORPORATION

3033 WAYNE TRACE, PO BOX 10033, FORT WAYNE, IN 46860-0033

TRUCK GROUP

August 29, 2000

00V-232.001

Associate Administrator for Enforcement
National Highway Traffic Safety Admin.
400 Seventh Street, S.W.
Washington D.C. 20590

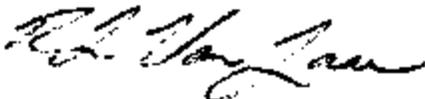
**Subject: AMENDMENT to: Vehicle Safety Defect Initial Information Report
International Recall Number 00507**

International Truck and Engine Corporation has Amended the Defect Initial Information Report for Recall Number 00507 dated August 14, 2000, regarding the Bendix ECU model number EC-17 1030R for air ABS vehicles. This report has been revised to reflect a staged release of the recall. We have enclosed a revised copy which includes: a) changes in International's assigned recall numbers based on a staged release (see item 1), b) a further differentiation of models based on the staged approach (see item 2), c) a new estimated schedule for customer notification (see item 12).

Please note that based on discussions with Mr. Jonathan White, our safety recall number 00507 is only being used for the Initial Information Report. Completions of this campaign will be reported under the individually assigned recall numbers listed in the amended report.

Sincerely,

International Truck and Engine Corporation



R. L. Van Laar
Compliance Manager

Certified Mail # Z 276 409 925





INTERNATIONAL TRUCK AND ENGINE CORPORATION

3035 WAYNE TRACE, PO BOX 10088, FORT WAYNE, IN 46888-0088

TRUCK GROUP

August 29, 2000

Associate Administrator for Enforcement
National Highway Traffic Safety Admin.
400 Seventh Street, S.W.
Washington D.C. 20590

Subject: Amended: Vehicle Safety Defect Initial Information Report

Pursuant to Part 573.5, this Vehicle Safety Defect Initial Information Report is submitted by International Truck and Engine Corporation.

This report relates to air antilock brake system (ABS) electronic control units (ECU's) with the model number EC-17 1030R, manufactured by Bendix Commercial vehicle systems.

Our contact at Bendix is:

Gary L. Hopkins
Vice President, Business Development
Bendix Commercial Vehicle Systems Co.
901 Cleveland Street
Elyria, Ohio 44035-2016
Phone: 440-329-9200

- (1) INTERNATIONAL RECALL NUMBER ASSIGNED: 00507, This campaign is being divided into four stages. International will report completions under four separate recall numbers as follows:

Amtran Buses:	00508
3000 series buses:	00509
Straight truck	00510
Tractor	00511
- (2) VEHICLE MODELS INVOLVED: Amtran RE and FE Buses, 2000, 3000 buses, 4000, 5000, 8000 and 9000 model series.
- (3) MODEL YEARS INVOLVED: 1998 through 2000
- (4) OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLES: Vehicles built with Bendix air ABS brakes with an EC-17 1030R ECU.

- (5) **VEHICLE MANUFACTURING DATES:** 3/1/98 through 7/13/00.
- (6) **VEHICLE POPULATION INVOLVED:** Current estimate is approximately **165,092** Vehicles. This quantity represents an estimate of total U.S. population.
- (7) **PORTION OF POPULATION ESTIMATED TO CONTAIN DEFECT:** 100%.
- (8) **DESCRIPTION OF DEFECT:** The Bendix EC-17 1030R ABS ECU can misinterpret, at speeds under 10 MPH, particular false wheel speed signals generated from two different conditions that have been detected as of this date: 1. A chaffed sensor wire rubbing on a rotating component, or 2. An Incorrect gap between the sensor and the tone ring. If one of these conditions occurs, the Bendix ABS ECU can misinterpret the false signal and respond as though one or more wheels were locking. The ECU will then exhaust the air to one or more of the brake modulators; therefore, resulting in a temporary loss of front brakes or all brakes for 1 ½ to 2 seconds at speeds under 10 MPH. During the above described conditions, the ABS warning indicator light may not come on to warn the driver of an ABS event or a malfunction.
- (9) **RISK TO MOTOR VEHICLE SAFETY:** If the vehicle experiences one of the two false signal generating conditions and if the ECU misinterprets the signal, the driver may have an unexpected extended stopping distance and the vehicle may be involved in an accident which may result in property damage, personal injury, or death.
- (10) **CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF A SAFETY DEFECT:**
 - A. 03/03/00, Initial field report where an incorrect air gap condition between the sensor and a tone ring resulted in an extended stopping distance.
 - B. 03/31/00, Reproduced problem in electronic test lab that the ECU could purge air to all brakes if it received a false signal from a sensor wire or tone ring.
 - C. 04/6/00, Initial field report where a chaffed wire condition resulted in an extended stopping distance.

- D. 04/11/00, International met with Bendix to determine test plans needed to validate field reports of a "no brake condition."
- E. 05/12/00, initiated inspection of sensor wire routing practices at all plants.
- F. 05/23/00, Initiated field inspections for the tone ring incidents to determine extent of issue.
- G. 06/14/00, Initiated corrective action at plants where wire routing practices needed to be improved.
- H. 06/16/00, declared safety recall 00505 to address wire chaffing issues.
- I. 06/16/00 through 08/04/00, continued the investigation with Bendix into how the ECU interacts with vehicle braking irregularities.
- J. 7/13/00, implemented revised software for EC-17 ECU initiated in production at our plants.
- K. 8/7/00, International declared a safety recall to replace the Bendix ABS ECU on buses, trucks and tractors. However, at this time, there have been no reported incidences of increased braking distances associated with tractors.

(11) PROGRAM TO BE TAKEN TO REMEDY DEFECT: Replace the Bendix ABS ECU on buses, trucks and tractors. Due to length of time needed by Bendix to supply ECU's, we are working with Bendix to establish a timing plan for this replacement. We are anticipating a staging of the replacement activities. Our intention is to prioritize the replacements based on vehicle populations with identified failures.

(12) THE SCHEDULE FOR THIS RECALL IS:

<u>Notification of:</u>		<u>Field Service</u>	<u>Dealers</u>	<u>Customers</u>
Amtran Buses:	00508	9/11/00	9/18/00	9/25/00
3000 series buses:	00509	9/11/00	9/18/00	9/25/00
Straight truck	00510	9/11/00*	9/18/00*	9/25/00*
*Additional mailing will be made when parts are available				
Tractor	00511	3/26/01	4/2/01	4/9/01

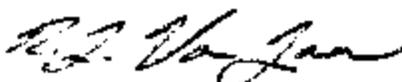
(13) **PROCEDURE TO INFORM SECRETARY OF FAILURE TO REMEDY WITHOUT CHARGE:** Paragraph to be added to owner notification letter as follows: If you take your vehicle to your International dealer on a mutually agreed upon service date and the dealer does not remedy this condition without charge on that date or within five days, you can obtain assistance by following the procedure described in the Owner Assistance Guide section of your Owner's Manual. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-888-327-4236 if your International dealer fails to remedy or is unable to remedy this condition without charge or within a reasonable time.

(14) **OWNER LETTER AND TECHNICAL LETTER:** Refer to number (12).

The undersigned should be contacted for any additional information regarding this recall on (219) 461-1890.

Very truly yours,

INTERNATIONAL TRUCK AND ENGINE CORPORATION



R. L. Van Laar
Compliance Manager

Enclosure

Certified Mail # Z 276 409 925

cc: B. S. Henriksen - TRC



RECEIVED

00 AUG -7 PM 1:59

OFFICE
DEFECTS INVESTIGATION

Gary W. Rossow
Director
Government Technical Affairs

August 1, 2000

Freightliner LLC
4747 N Channel Ave.
Portland, OR 97217
503.745.8882 Phone
503.745.8800 Fax
Gary.Rossow@Freightliner.com

Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

00V-232.002 (01)

Attn: Jonathan D. White

Subject: Information Report, FL-266

In accordance with Title 49, Part 573, Freightliner LLC herewith submits an information report for a new recall campaign to recall vehicles for a defect in Bendix ABS systems.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Certified Mail No Z 224 782 510

Section 573.5 Defect Information Report

Date: August 1, 2000

(c) (1) **Manufacturer:** FREIGHTLINER LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078

00V-232.002 (02)

(c) (2) **Vehicles Identification:**

(ii) **Model(s) affected:** Freightliner models FLD, Century Class, Columbia, Argosy, FS-65 School Bus Chassis, Business Class, and FLS 112; Sterling models and Sterling Acterra; Thomas Built Buses models ER Transit, MVP-EF and MVP-ER.

Manufacture Dates: 1997 through approximately August 3, 2000.

Basis for determining population: The first and last vehicles built with Bendix ABS EC-17-1030R Electronic Control Units (ECU)

(iv) **Component manufacturer if other than the vehicle manufacturer:** Bendix Commercial Vehicle Systems

(c) (3) **Total number of vehicles potentially affected:** Approximately 51,000,

(c) (4) **Percentage of vehicles estimated to contain the defect:** 100%

(c) (5) **Description of the defect:** The Bendix ABS ECU misinterprets certain signals from wheel ends which can result in the temporary loss of braking capability on one or more wheel positions for several seconds. Two conditions have been observed to date that result in this response: 1) an ABS sensor cable that has chafed through the insulation and contacted a rotating part; and, 2) a misaligned tone ring that has been damaged by contacting other components. The ABS malfunction indicator lamp may or may not activate.

(c) (6) **Chronology of principal events (defect only):** In June 2000, Bendix received a report that a Thomas Built bus momentarily lost its service brakes. No accident or injury occurred. Bendix representatives inspected the bus and found the insulation on the right rear ABS sensor wire had been worn through by contacting the brake rotor. The contact was generating a signal that the ECU was interpreting as high wheel speed. This caused the ECU to exhaust the air from 3 of 4 brakes for approximately 3-4 seconds at speeds under 20 mph.

During a meeting with Bendix on 8/27/00, a similar incident was reported involving a Sterling truck. A minor accident resulted from a temporary loss of brakes. An inspection of the vehicle found a tone ring dislodged from the hub and rubbing against fasteners. This generated a signal that caused the ECU to exhaust air from the other 3 brakes. This condition could be recreated at speeds under 20 mph.

Freightliner and Bendix met on July 26th to review the facts and possible solutions to the problem. Bendix reported that all the known incidents have been on trucks

and buses, not tractors. However, there is no known technical explanation for this difference since the control logic is common across configurations. Investigations to determine why are continuing.

Freightliner decided that a recall of all vehicles with the suspect control logic was necessary.

(c) (7) Noncompliance test data: N/A

(c) (8)(i) Remedial program: Repairs will be performed by Freightliner, Sterling, and Thomas dealerships and Direct Warranty customers, i.e., customers approved to do their own warranty repairs.

(ii) Estimated Owner Notification Date: Customer notification will be by first class mail using Freightliner and Thomas records to determine the customers affected. This will be completed approximately September 13, 2000.

Remedy: Remove and replace the ABS ECU with a new ECU with upgraded software capable of detecting and properly responding to erroneous signals. Freightliner will work with Bendix to establish the appropriate priorities for implementing the remedy.

(c) (9) Communications sent to dealers and owners: Copies will be submitted as a supplemental report when available.

(c) (10) Copy of proposed owner notification letter: A draft will be sent for ODI review when available.

(c) (11) Manufacturer's campaign number: FL-266

RECEIVED

00 SEP 11 PM 12:14

OFFICE
DEFECTS INVESTIGATION



Gary W. Rossow
Director
Government Technical Affairs

September 5, 2000

Freightliner LLC
4747 N Channel Ave.
Portland, OR 97217
503.745.8812 Phone
503.745.6800 Fax
Gary.Rossow@Freightliner.com

Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

Attn: Jonathan D. White

Subject: Information Report, NHTSA No. 00V-232.002

In accordance with Title 49, Part 573, Freightliner LLC herewith submits an information report supplying supplemental information and copies of documents distributed to dealers and purchasers.

Sincerely,

A handwritten signature in black ink that reads "Gary W. Rossow".

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Certified Mail No. Z 224 782 568

Section 573.5 Defect Information Report

Supplement No.: 1

Date: September 5, 2000

(c) (1) Manufacturer: FREIGHTLINER LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078

(c) (2) Vehicle identification:
Manufacture dates: Revise beginning date to February 13, 1998

(c) (8)(I) Remedial program:
(ii) Owner notification date: Freightliner School Bus and Emergency vehicle
owners notified on 8/24/00

(c) (11) Manufacturer's campaign number: FL-266



RECEIVED
00 SEP 19 AM 11:04
OFFICE
DEFECTS INVESTIGATION

Gary W. Rossow
Director
Government Technical Affairs

DATE: September 11, 2000

Freightliner LLC
4747 N Channel Ave.
Portland, OR 97217
503.745.8882 Phone
503.745.8800 Fax
GaryRossow@Freightliner.com

Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

Attn: Jonathan D. White

Subject: Information Report, NHTSA No. 00V-232.002

In accordance with Title 49, Part 573, Freightliner LLC herewith submits an information report supplying copies of documents distributed to dealers and purchasers.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Certified Mail No. Z 224 782 589

Section 573.5 Defect Information Report

Supplement No.: 2

Date: September 11, 2000

(c) (1) Manufacturer: FREIGHTLINER LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078

(c) (2) Vehicles Identification:
Manufacture dates: Revise ending date to August 16, 2000

(c) (3) Total number of vehicles potentially affected: (Revise to read)
Approximately 39,500

(c) (10) Copy of proposed owner notification letter: Owner letters were mailed to the remaining population that do not include school buses or emergency vehicles on September 8, 2000



RECEIVED
31 MAY -9 PM 1:56
OFFICE
DEFECTS INVESTIGATION

Gary W. Rossow
Director
Government Technical Affairs

May 4, 2001

Freightliner LLC
4747 N. Chennel Ave.
Portland, OR 97217
503.745.6682 Phone
503.745.6600 Fax
Gary.Rossow@Freightliner.com

Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

Attn: Jonathan D. White

Subject: Information Report, NHTSA No. 00V-232-002

In accordance with Title 49, Part 573, Freightliner LLC herewith submits an information report supplying supplemental information.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Certified Mail No. Z 224 782 618

Section 573.5 Defect Information Report

Supplement No.: 7

Date: May 4, 2001

**(c) (1) Manufacturer: FREIGHTLINER LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078**

(c) (3) Total number of vehicles potentially affected: (Revise to read) 35,423

VOLVO

Volvo Trucks North America, Inc.

August 18, 2000

RECEIVED

00 AUG 22 AM 8:17

OFFICE
DEFECTS INVESTIGATION

CERTIFIED MAIL - RETURN RECEIPT

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

00V-232.003

The following information is submitted in accordance with the requirements of 49 CFR Part 573.5 as it applies to a defect relating to motor vehicle safety.

573.5(e)(1)
Volvo Trucks North America, Inc.
P.O. Box 26115
Greensboro, NC 27402-6115

573.5(e)(2)
Volvo ACL, VNL, VNM, WAH, WG, WX, WXLL, and WXR model, heavy duty class 8 vehicles assembled by Volvo Trucks North America, Inc. between November 6, 1997 and August 7, 2000, with a Bendix ABS electronic control unit.

The vehicles affected by this notification were selected by using the part numbers Volvo Trucks assigned to the Bendix ABS EC-17-1030R ECU.

Bendix Commercial Vehicle Systems
901 Cleveland Street
Elyria, OH 44035
Mr. Gary L. Hopkins Telephone: (440) 329-9200

573.5(e)(3)
Eighteen thousand, three hundred, and sixty-two (18,362) vehicles potentially contain the suspect defect.

573.5(e)(4)
Volvo does not know how many of the vehicles identified above contain a condition that can generate the type of false signal that can be misinterpreted by the Bendix ABS ECU; therefore, all of the vehicles identified above will be included in the notification and recall.

VOLVO

Page Two
NHTSA
August 18, 2000

573.5(c)(5)

The Bendix ABS ECU can misinterpret, at low speeds, certain signals from the wheel ends that can result in the temporary loss of braking capability on one or more wheel positions. One condition observed to date is a chafed sensor wire rubbing on a rotating component. This condition could have occurred as the result of loose wheel speed sensor that contact the tone ring and become sufficiently chafed to the expose the sensor wire and allow it to contact the rotating tone ring. During the above described condition, the ABS malfunction indicator lamp may not illuminate.

573.5(c)(6)

- 7-19-00 Volvo Trucks North America, Inc. received a notification from Bendix that they had notified the NHTSA about incidents that may result in loss of brakes due to the Bendix ECU misinterpreting certain wheel end signals. See attached exhibit "A".
- 7-20-00 Volvo Trucks met with Bendix to review and discuss the findings of Bendix.
- 8-17-00 Volvo Trucks North America, Inc. decided that some of its vehicles were built with the suspect ECU and will conduct the recall on behalf of Bendix.

573.5(c)(7) Not applicable

573.5(c)(8)

Volvo Trucks North America, Inc. will initiate a voluntary owner notification, and recall of all vehicles built with the Bendix ABS EC-17-130R ECU. The recall repair will consist of replacing the Bendix ABS EC-17-130R ECU with a new Bendix ABS Electronic Control Unit with upgraded software.

The number, which has been assigned to this recall by Volvo Trucks North America, Inc., is RVXX0003.

Bendix has advised Volvo and we believe NHTSA has been advised, that a number of other vehicles manufactures are taking similar actions on their vehicles equipped with the Bendix EC-17-1030R ECU. Due to the length of time required by Bendix to supply replacement ECUs to Volvo and other manufacturers, Volvo is working with Bendix to establish a timing plan for ECU replacement.

Very Truly Yours



Charles D. Powell
Recall Administrator



August 23, 2000

National Highway Traffic Safety Administration
400 Seventh Street S.W.
Washington D.C. 20590

00V-232.004

Attention: Associate Administrator for Enforcement

Re: Defect Information Report 49 CFR 573.5

Bendix ABS EC-17-1030R Electronic Control Units (ECUs)

Dear Sir(s):

This Defect Information Report is submitted by:

Western Star Trucks
2076 Enterprise Way
Kelowna, British Columbia,
Canada, V1Y 6H8

in accordance with the requirements of The National Motor Vehicle Safety Act of 1996 as set forth in 49 CFR Section 573.5 This information is presented to correspond to the sub-paragraphs of Section 573.5(c).

- (2) This report pertains to Western Star Solar Series trucks manufactured between October 1, 1999 and May 31, 2000 which contain a Bendix ABS EC-17-1030R Electronic Control Unit.
- (3) Three hundred and eighty-three (383) Western Star trucks have been determined to contain the ECU and operate in the United States.
- (4) The number of ECU's suspected to be defective is 100%
- (5) On August 18, 2000 Western Star was notified that Bendix Commercial Vehicle Systems had concluded that the EC-17-1030R ECU presented an unreasonable risk to highway safety.



- (6) Western Star first became aware of a potential problem when Bendix submitted a Defect and Noncompliance report in accordance with 49CFR 573 on July 17, 2000. In this submission Western Star was not recognized as being involved. Bendix confirmed Western Star was involved with a telephone call on the afternoon of August 18, 2000.
- (7) This is not an issue of non-compliance to a Federal Safety Standard.
- (8) Once it has been confirmed and approved on the direction that Bendix will take to support the supply of replacement ECU's, an action plan will be developed by Western Star, which will be communicated to NHTSA. This is expected to occur before September 15, 2000.
- (9) A representative copy of all notices, bulletins, and other communications that relate directly to the defect which is sent to Western Star will be submitted to NHTSA not later than five (5) days after they are initially received.

We trust the above information is fully responsive to the requirements of 49 CFR 573.5. Any additions or modifications to any of the information given will be reported promptly to NHTSA. Should there be any questions with respect to the information provided, please contact the undersigned.

Respectfully Submitted,

WESTERN STAR TRUCKS INC.



Stephen A. Scott, P.Eng.
Compliance Engineer



September 11, 2000

National Highway Traffic Safety Administration
400 Seventh Street S.W.
Washington D.C. 20590

Attention: Associate Administrator for Enforcement

Re: Update to Defect Information Report 49 CFR 573.5 (Recall No. 00V-232-004)

Bendix ABS EC-17-1030R Electronic Control Units (ECUs)

Dear Sir(s):

This update notice is in reference to the Defect Information Report submitted to NHTSA on August 23, 2000 (Attachment 1). Please be advised that Western Star has decided to issue a letter pursuant to 49 CFR 577 (Attachment 2) to all of its customers of the Solar Series truck. As Western Star has reported no incidents involving the EC-17-1030R ECU, Bendix has advised Western Star that parts will not be available to carry out the recall until February 1, 2001. (Attachment 3)

The following is Western Star's proposed schedule of events to carry out this recall:

Week of September 11-15: Western Star will notify all customers of the recall pursuant to Part 577. Customers will have the option to have their vehicles inspected until parts are available.

February 1, 2001: Western Star will issue a second customer notice indicating that parts are now available and encourage customers to visit local dealer to have the ECU replaced.

Any additions or modifications to any of the information given will be reported promptly to NHTSA. Should there be any questions with respect to the information provided, please contact the undersigned.

Respectfully Submitted,

WESTERN STAR TRUCKS INC.



Stephen A. Scott, P.Eng.
Compliance Engineer
Attachments (3)

RECEIVED
00 SEP 18 PM 2:27
OFFICE
DEFECTS INVESTIGATION



RECEIVED

00 SEP -8 AM 9:59

OFFICE
DEFECTS INVESTIGATION

August 30 2000

00V-232.005

Mr. Kenneth Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street
Washington DC 20590

The enclosed information is submitted in compliance with the requirements of CFR 49 Part 573.

If you should have any questions concerning the information submitted, please contact me at 912-822-2242.

Respectively,

Bill Coleman
Recall Administrator

Enclosure

PART 573 Defect and Noncompliance Reporting

Defect Report

Report Date: August 30, 2000

1. Vehicles affected are manufactured by:

Blue Bird Body Company
P. O. Box 937
Fort Valley, GA 31030

2. The following vehicles are being recalled:

All Blue Bird All American and TC/2000 school and transit buses with air brakes and Q'Bus and Commercial Series transit buses with air brakes manufactured from January 01, 1998 through August 24, 2000.

3. The total number of vehicles recalled potentially containing the defect are:

10,918

4. The approximate percentage of the total number of vehicles estimated to actually contain the defect is:

100%

5. The defect consist of:

See attached letter from Bendix dated July 18, 2000 to Blue Bird Body Company, Attn: Tom Turner, which included letter from Bendix dated July 17, 2000 to NHTSA, Attn: Mr. Jonathan White.

6. The following data is the basis for the determination of the defect.

07-19-00-Bendix Commercial Vehicle Systems (Bendix) advised Blue Bird via telephone conference call that they notified NHTSA on an issue with their ABS- ECU-17-1030R electronic control unit. Bendix advised that temporary unwanted ABS activation could occur at low speeds traced to speed sensor wires chafed to rotating components or damaged wheel end components.

07-20-00-Parts related to the ABS system returned under warranty were inspected. Five parts were in returned parts inventory. No abrasions or rub marks were found. Chassis in process were inspected for routing of ABS sensor wires. No instances of rubbing or chafing wires were found. Also a review of warranty claims involving ABS components was begun.

07-26-00- A review of 1,030 warranty claims on ABS components was completed. A total of 5 claims were found which were possible candidates based on information provided in Bendix's notification letter dated July 18, 2000 and telephone conference with Bendix representatives on July 19, 2000. After further review it was determined that one claim reported braking conditions that may correspond with criteria presented by Bendix.

07-27-00-Blue Bird reported, via conference call, to Bendix findings from review of returned parts, in process chassis and warranty claim review. During this conference Bendix requested that warranty claims now be reviewed for loose or broken tone rings and sensor damage which could also generate a false signal to the ECU.

08-03-00-A Blue Bird service representative reported a customer had experienced a surging during braking. Customer suspected transmission problems. The bus was taken in for inspection and a chafed wheel sensor wire was found. The sensor and wiring was changed and problem was eliminated.

08-04-00- A second review was completed on ABS related warranty claims. A total of 15 suspect claims were found and reported to Bendix for evaluation. No reports were found of loss of braking as determined by criteria provided by Bendix.

08-16-00- Meeting with Bendix at Blue Bird. Bendix provided Blue Bird with additional information on the number of occurrences reported by other vehicle builders and the resulting actions being taken by these builders.

08-29-00-Blue Bird decided to recall all buses equipped with the Bendix ECU-17 1030R controller.

7. The defect will be corrected in the following manner:

The Bendix ECU-17 1030R controller will be replaced with a new controller, Bendix ECU-17 2.30, which has updated software which can detect and respond properly to false signals. Blue Bird is working with Bendix on parts availability.

8. Notification will be as follows:

Distributor notification is scheduled for September 25, 2000.
Owner notification is scheduled for September 28, 2000.

9. Blue Bird's identification number assigned to this recall is:

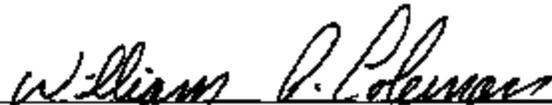
R00EE

10. A draft copy of the notification documents will be submitted to NHTSA for review prior to mailing.

Questions regarding this recall should be directed to:

William P. Coleman
Recall Administrator
Blue Bird Body Company
P.O. Box 937
Fort Valley GA 31030
(912) 822-2242

Signed: _____



William P. Coleman, Recall Administrator

Magnum

August 24, 2000

Via UPS Overnight Delivery

Mr. Gary Hopkins
Vice President Market Development
Honeywell
Bendix Commercial Vehicle Systems
901 Cleveland Street
Elyria, OH 44035

RECEIVED
09 AUG 25 AM 10:09
OFFICE
DEFECTS INVESTIGATION

Subject: Recall Notice Dated July 18, 2000
BC-17-1030R ECU

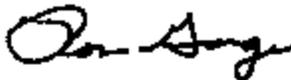
00V-232.006

Dear Mr. Hopkins:

Attached are lists of customers that received this part from us on a new terminal tractor. We are sending this list to you so that you can send recall letters to them. You had stated in your letter that someone from your office would be contacting us to set up a meeting between our companies. Since this has not happened we feel it is necessary to send you this information, so that you can proceed. Yesterday we received a letter from Mr. Jon White of the National Highway Traffic Safety Administration concerning this issue.

The action that we are taking on this issue consists of presenting you with the lists of customers that we shipped to that have ABS brakes, with the understanding that you will be sending each of them a recall letter.

Sincerely,



Ron Gage
Director Sales and Marketing

KB

Enclosures

CC: Mr. Jon White, Chief Recall Analysis Division
National Highway Traffic Safety Administration
Office of Defects Investigation
4007th Street, SW NSA-11
Washington, DC 20590

Trk #	Company Name	Mailing Add#	City	State	Zip
2587	IDEALEASE INC	28W 144 INDIANA AVA STE 116	BARRINGTON	IL	60010
2588	IDEALEASE INC	28W 144 INDIANA AVA STE 116	BARRINGTON	IL	60010
2696	BROOKSHIRE GROCERY CO	PO BOX 1411	TYLER	TX	75710
2821	CORRAGATED PAPER	PO BOX 314 A	MILFORD	NJ	08848
2854	REALISTIC FURNITURE	PO BOX 10	SEAGROVE	NC	27341
2860	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
2861	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
2922	LA-Z-BOY SOUTH	33 SCANLON STREET	NEWTON	MS	39345
2923	CARADON DOORS AND WINDOWS	4350 PECHTREE IND BLVD	NORCROSS	GA	30071
2933	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
2934	MAY TRUCKING CO	PO BOX 9039	SALEM	OR	97305
2986	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
2997	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
3011	OSTERKAMP TRUCKING INC	1350 E PHILADELPHIA	POMONA	CA	91766
3030	MALT-O-MEAL	701 W 5TH STREET	NORTHFIELD	MN	55057
3078	OSTERKAMP TRUCKING INC	1350 E PHILADELPHIA	POMONA	CA	91766
3079	RPM TRANSPORTATION	13827 CARMENTA ROAD UNIT D	SANTA FE SPRINGS	CA	90670
3084	COCA COLA BOTTLING CO CONS	PO BOX 31371	CHARLOTTE	NC	28231
3085	COCA COLA BOTTLING CO CONS	PO BOX 31371	CHARLOTTE	NC	28231
3096	BELL DAIRY PRODUCTS/DEAN FOODS	PO BOX 2688	LUBBOCK	TX	79408
3117	MONFORT OF COLORADO	PO BOX 2600	GREELEY	CO	80632
3126	NEW HOLLAND NORTH AM. INC.	PO BOX 1515	NEW HOLLAND	PA	17557-0909
3127	OAK HARBOR FREIGHT LINES	PO BOX 1469	AUBURN	WA	98071
3188	NESTLE FOODS	430 INDUSTRIAL CIRCLE	STOUGHTON	WI	53589
3188	HURLEY TRUCKING	1001 SOUTH 4TH STREET	PHOENIX	AZ	85005
3189	POLLARD MOTOR CO	2080 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
3202	JVP TRUCKING INC	199B STOUT DRIVE	WARWICK	PA	18974
3203	POLLARD MOTOR CO	2080 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
3239	MARSHALL FIELDS	4000 WEST DIVERSEY	CHICAGO	IL	60639
3242	MANSFIELD PLUMBING	HIGHWAY 259 NORTH	KILGORE	TX	75662
3246	PROFORM FITNESS PRODUCTS	1500 SOUTH 10TH STREET	LOGAN	UT	84321
3247	PROFORM FITNESS PRODUCTS	1500 SOUTH 10TH STREET	LOGAN	UT	84321
3248	PROFORM FITNESS PRODUCTS	1500 SOUTH 10TH STREET	LOGAN	UT	84321
3249	OSTERKAMP TRUCKING INC	1350 E PHILADELPHIA	POMONA	CA	91766

3282	POLLARD MOTOR CO	2090 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
3355	OSTERKAMP TRUCKING INC	1350 E PHILADELPHIA	POMONA	CA	91766
3356	POLLARD MOTOR CO	2090 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
3400	CONSUMER SUPPLY CORP	245 15TH STREET SOUTH	ST JAMES	MN	56081
3401	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
3402	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
3403	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
3405	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377
3407	TRUCK ENTERPRISES INC	3440 SOUTH MAIN STREET	HARRISONBURG	VA	22801
3416	POLLARD MOTOR CO	2090 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
3472	BELTWAY INTERNATIONAL TRKS	1800 SULPHUR SPRINGS ROAD	BALTIMORE	MD	21227
3478	POLLARD MOTOR CO	2090 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
3479	POLLARD MOTOR CO	2090 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
3488	OAK HARBOR FREIGHT LINES	PO BOX 1469	AUBURN	WA	98071
3489	NATIONAL FREIGHT INC	71 W PARK AVE	VINELAND	NJ	08360
3500	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3501	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3502	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3503	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3504	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3556	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377
3558	G & D TRANSPORTATION	314 WESTLEY ROAD	CREVE COEUR	IL	61610
3565	MALT-O-MEAL	701 W 5TH STREET	NORTHFIELD	MN	55057
3593	MANEY INTERNATIONAL	3204 CARLTON STREET	DULUTH	MN	55808
3594	PROFORM FITNESS PRODUCTS	1500 SOUTH 10TH STREET	LOGAN	UT	84321
3683	T G LEE FOOD CO/DEAN FOODS	PO BOX 3033	ORLANDO	FL	32802
3679	PROFORM FITNESS PRODUCTS	1500 SOUTH 10TH STREET	LOGAN	UT	84321
3687	PYA MONARCH INC	217 COMMERCE ROAD	GREENVILLE	SC	29611
3690	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377
3694	L & H TRUCKING CO INC	860 GRITT RUN ROAD	HANOVER	PA	17331
3716	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3717	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3718	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3719	CONTAINER OPERATORS SA	3 NORTE 041	SAN ANTONIO, CHILE		
3764	FREIGHT HANDLERS	PO BOX 546	FUGUAY VERINA	NC	27526

3818	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377
3828	OAK HARBOR FREIGHT LINES	PO BOX 1489	AUBURN	WA	98071
3829	OAK HARBOR FREIGHT LINES	PO BOX 1489	AUBURN	WA	98071
3832	LANDMARK INTERNATIONAL TRKS	4550 RUTLEDGE PIKE	KNOXVILLE	TN	37914
3833	LANDMARK INTERNATIONAL TRKS	4550 RUTLEDGE PIKE	KNOXVILLE	TN	37914
3838	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
3842	DART EQUIPMENT	1338 ROWAN	LOS ANGELES	CA	90023
3843	MCLANE WESTERN INC	3015 CENTER STREET	TEMPLE	TX	78501
3844	DART EQUIPMENT	1338 ROWAN	LOS ANGELES	CA	90023
3845	RYDER TRUCK RENTAL	2541 OLD KAULTON ROAD	TUSCALOOSA	AL	35401
3848	RPM TRANSPORTATION	13827 CARMENTA ROAD UNIT D	SANTA FE SPRINGS	CA	90670
3868	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
3869	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
3870	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
3873	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377
3964	GEORGIA PACIFIC CORP	210 RIVERSIDE DRIVE	BRATTLEBORO	VT	05301
3965	AMERICAN TISSUE MILL	249 NORTH LAKE STREET	NEENAH	WI	54958
3966	MCLANE NORTHEAST	2828 MCLANE DRIVE	BALDWINSVILLE	NY	13027
3967	CAL-LIFT INC	PO BOX 2200	CITY OF COMMERCE	CA	90040-3107
3968	CAL-LIFT INC	PO BOX 2200	CITY OF COMMERCE	CA	90040-3107
3969	CAL-LIFT INC	PO BOX 2200	CITY OF COMMERCE	CA	90040-3107
3970	HUISH DETERGENT	385 SOUTHWOOD COURT	BOWLING GREEN	KY	42101
3971	LANDMARK INTERNATIONAL TRKS	4550 RUTLEDGE PIKE	KNOXVILLE	TN	37914
4021	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4022	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4023	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4024	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4025	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
4026	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
4027	MESKO SPOTTING SERVICES	6224 RIDGE ROAD	ZIONSVILLE	PA	18092
4076	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377
4077	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4080	MALT-O-MEAL	701 W 5TH STREET	NORTHFIELD	MN	55057
4082	OTTAWA OF FLORIDA	7227 NW 74 AVE	MIAMI	FL	33166
4094	UTILITY TRAILER INC	FREE PORT CENTER BLDG E 14	CLEARFIELD	UT	84016

4101	VAUGHAN CARTAGE INC	PO BOX 1798 TRACE	LAGRANGE	GA	30241
4148	UTILITY TRAILER MFG (CA)	17300 EAST CHESTNUT STREET	CITY OF INDUSTRY	CA	91749
4155	POLLARD MOTOR CO	2090 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
4156	POLLARD MOTOR CO	2090 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
4157	STANDARD FURNITURE	801 INDUSTRIAL BOULEVARD	BAY AMNETTE	AL	38507
4163	GREGORY POOLE EQUPT CO	4807 BERYL ROAD	RALEIGH	NC	27602
4164	RAIL LOGISTICS	7021 HALL	ST LOUIS	MO	61347
4165	POLLARD MOTOR CO	2090 NORTH MANNHEIM ROAD	MELROSE PARK	IL	60160
4166	CAL-LIFT INC	PO BOX 2200	CITY OF COMMERCE	CA	90040-3107
4167	RYDER TRUCK RENTAL	2541 OLD KAULTON ROAD	TUSCALOOSA	AL	35401
4168	LANDMARK INTERNATIONAL TRKS	4550 RUTLEDGE PIKE	KNOXVILLE	TN	37914
4169	RYDER TRUCK RENTAL	2541 OLD KAULTON ROAD	TUSCALOOSA	AL	35401
4170	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4171	OTTAWA OF FLORIDA	7227 NW 74 AVE	MIAMI	FL	33166
4214	HUB TRUCK RENTAL CORP	940 GAZZA BLVD	FARMINGTON	NY	11735
4215	MCLANE PACIFIC	3876 CHILDS AVE	MERCED	CA	95340
4217	GENERAL SERVICES ADMINISTRATIO	AUTO COM CTR PROCUREMENT	WASHINGTON	DC	20406
4236	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
4237	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
4238	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
4323	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377
4394	AMI LEASING	33 MILLBROOK STREET	WORCHESTER	MA	01606
4395	STOOPS NATIONALEASE	1851 WEST THOMPSON ROAD	INDIANAPOLIS	IN	46217
4396	FRONTIER INTERNATIONAL TRKS IN	PO BOX 3666	TULSA	OK	74102-3666
4419	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4420	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4421	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4422	KOCH NATIONALEASE	450 HARDING ST N E	MINNEAPOLIS	MN	55413
4458	KLAUSSNER FURNITURE	220 LEWALLAN	ASHEBORO	NC	27203
4474	STRICK TRAILERS	PO BOX 988	ABBEVILLE	SC	29620
4476	CAMPBELL HAUSFELD	INDUSTRIAL PARK DRIVE	LEITCHFIELD	KY	42754
4476	AMI LEASING	33 MILLBROOK STREET	WORCHESTER	MA	01606
4484	STOOPS NATIONALEASE	1851 WEST THOMPSON ROAD	INDIANAPOLIS	IN	46217
4497	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377
4527	UTILITY TRAILER MFG (CA)	17300 EAST CHESTNUT STREET	CITY OF INDUSTRY	CA	91749

NO ABS

4539	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
4540	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
4541	FOOD HAULERS	33 NORTHFIELD AVE PO 7812	EDISON	NJ	08818-7812
4562	DUPONT MOTOR LINES INC	105 NORTH KEYSER AVENUE	OLD FORGE	PA	18518
4563	HOFFMAN TRANSPORT	485 MASON DIXON ROAD	GREENCASTLE	PA	17225
4567	THREE Y	PO BOX 5499	PAGO PAGO CITY, AM SOMOA		96799
4568	CRESCO LINES	11500 NORCOM ROAD	PHILADELPHIA	PA	19154
4569	RYDER TRANSPORTATION SVS	19 WEST WASHINGTON	YAKIMA	WA	98903
4570	PRIME PLATE INDUSTRIES	2001 LANGLEY AVE	PHILADELPHIA	PA	19112
4571	U S ROAD AND RAIL	4700 N MAIN STREET	SAGINAW	TX	76101
4572	PATH TRUCK LINE	2951 JUDGE ROAD	OAKFIELD	NY	14043
4573	PATH TRUCK LINE	2951 JUDGE ROAD	OAKFIELD	NY	14043
4585	MID PACIFIC INDUSTRIES	1500 CASE AVENUE	WOODLAND	CA	95776
4586	TYPIN STEEL CO	49-40 30TH STREET	LONG ISLAND	NY	11101
4647	SUPERVALU	PO BOX 1377	MINNEAPOLIS	MN	55440-1377

Ford Motor Company

RECEIVED
00 OCT -2 AM 9:37
OFFICE
DEFECTS INVESTIGATION

L. W. Canep, Director
Automotive Safety Office
Environmental and Safety Engineering

September 21, 2000

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

00V-232.007

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 recall action that it is initiating. Although Ford does not have data to indicate that on its products the subject condition presents an unreasonable risk to motor vehicle safety, for other reasons Ford has decided to conduct this action as if it were safety related.

573.5 (c) (2)

Certain 2000 and 2001 model year Ford F-650 and F750 Trucks and Cab-chassis equipped with air brakes and ABS and built at the Cuautitlan Assembly Plant from November 23, 1998 through August 29, 2000.

The ABS controller mentioned later in this letter was supplied to Ford by Honeywell-Bendix Commercial Vehicle Systems, 901 Cleveland Street, Elyria, Ohio 44035. Honeywell-BCVS phone number is (440) 329-9000.

Because these 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 or Lincoln/Mercury dealer, who can obtain specific information regarding the vehicles from the Ford OASIS computer system.

573.5 (c) (3)

Approximately 6,700 vehicles.

573.5 (c) (4)

Unknown.



573.5 (c) (5)

The subject vehicles have an EC-17 ABS controller that may be susceptible to unwarranted ABS activation at speeds of 20 MPH and below due to system noise resulting from chafed wheel speed sensor wires or damaged or out of position tone rings. Unwarranted ABS activation could potentially cause reduced braking effectiveness and extended stopping distances. However, to date, there have been no reports of the recall condition on Ford vehicles.

573.5 (c) (6)

Ford first became aware of this condition when notified by the supplier during July 2000 of a concern that could affect heavy trucks. Ford determined that the subject ABS controllers first were produced after Ford sold its heavy truck business to Freightliner. Thus, no Ford heavy trucks were affected. Subsequently, Ford was notified in late August 2000 that the suspect ABS controllers had been supplied to Ford for use on medium trucks with air brakes. Ford began investigating this matter and discovered that the affected Ford vehicles do not have a source of noise on the wheel speed sensor circuits due to very robust wire routing and tone ring designs. Accordingly, the supplier has previously informed NHTSA that Ford would be scheduled to receive repair parts in February 2001 in order to allow those vehicles with a higher risk of the condition occurring to be repaired first. Ford's analysis of this matter did not indicate any evidence of a defect related to motor vehicle safety on Ford vehicles. However, in order to prevent any customer dissatisfaction and to preclude a protracted dispute with the agency, Ford has decided to proceed with this action. Ford is not aware of any field reports or any accidents, injuries, or fires attributed to this condition on Ford vehicles.

573.5 (c) (8)

Ford will notify owners of record of the affected vehicles to return them to dealers for replacement of the ABS controller ECU when service parts become available. It is currently anticipated that owner notification will occur on or before the week of February 26, 2001. In addition, Ford plans to issue a TSB during October 2000 to remind dealers of the importance of maintaining the robust wheel speed sensor wire routing when the vehicle is serviced.

573.5 (c) (9)

Ford does not plan to make a public statement concerning this action. A copy of notification letters to dealers and owners from Ford Customer Service Division will be forwarded when available.

Mr. Kenneth N. Weinstein
00S28

3

September 21, 2000

573.5 (c) (11)

Ford has assigned campaign number 00S28 to this action.

Sincerely,


L. W. Camp

Enclosure

RECALL8\00S28 5D, RJW/ee



GENERAL MOTORS NORTH AMERICA
Safety Center

RECEIVED

00 SEP 12 AM 8:15

OFFICE
DEFECTS INVESTIGATION

September 5, 2000

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

00V-232.008

Dear Mr. Weinstein:

The following information is submitted pursuant to the requirements of 49 CFR 573.5 as it applies to a decision by General Motors of a defect which relates to motor vehicle safety involving certain 1998-2001 model year B7, C6/7 and Isuzu F6/7 medium duty trucks.

573.5(c)(1): Chevrolet and GMC Divisions of the General Motors Corporation and Isuzu Motors America, Inc.

573.5(c)(2)(3)(4): This information is shown on the attached sheet.

573.5(c)(5): General Motors has decided that a defect that relates to motor vehicle safety exists in certain 1998-2001 Chevrolet and GMC B7, C6/7 and F6/7 medium duty trucks and Isuzu F6/7 medium duty trucks. Some of these trucks equipped with air brakes and a Bendix ABS system could exhibit unwanted temporary ABS activation at low speeds. Unwanted ABS activation could result in extended stopping distances and a vehicle crash without prior warning.

573.5(c)(6): Bendix first notified General Motors of this condition on June 27, 2000. On July 18, 2000 GM was notified that Bendix had decided that a safety defect existed in the subject Bendix ABS systems. Although, GM has had no reported failures in the field, GM concurs with the Bendix decision to conduct a safety recall.

573.5(c)(8): General Motors is currently developing a service procedure to remedy this condition. This information will be set forth in the dealer bulletin.

573.5(c)(9): General Motors plans to begin this campaign in October 2000 for the B7 series school buses. The C6/7 and F6/7 truck applications and the C6/7 and F6/7 tractor applications will be addressed when parts become available for those applications. Draft copies of the owner letter and the dealer bulletin will be forwarded to NHTSA when they are available.

Sincerely,


Frank C. Sonya, Jr.
Director
Product Investigations

1998 / 00078
attachments

Product Investigations
Mail Code: 480-106-304 • 30500 Mound Road • Warren, MI 48090-9055
Phone: (810) 885-9029 • Fax: (810) 947-2316
vrs.p00



573.5(c)(2)(3),(4)

**VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR
PLUS INCLUSIVE DATES OF MANUFACTURE**

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES		DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. W/CONDITION
				(FROM)	(TO)		
Chevrolet	C&F6/7&B7	1998	0	0/00	0/00	Medium Duty Trucks	* Unknown
Chevrolet	C&F6/7&B7	1999	0	0/00	0/00	"	"
Chevrolet	C&F6/7&B7	2000	0	0/00	0/00	"	"
Chevrolet	C&F6/7&B7	2001	0	0/00	0/00	"	"
GMC	C&F6/7&B7	1998	0	0/00	0/00	"	"
GMC	C&F6/7&B7	1999	0	0/00	0/00	"	"
GMC	C&F6/7&B7	2000	0	0/00	0/00	"	"
GMC	C&F6/7&B7	2001	0	0/00	0/00	"	"
Isuzu	F6/7	1998	0	0/00	0/00	"	"
Isuzu	F6/7	1999	0	0/00	0/00	"	"
Isuzu	F6/7	2000	0	0/00	0/00	"	"
Isuzu	F6/7	2001	0	0/00	0/00	"	"
Grand Total:			30,000				

00V-232,008
Revised

573.5(c)(2)(3)(4)
Revised 00E-041

**VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR
PLUS INCLUSIVE DATES OF MANUFACTURE**

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES		DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. V/CONDITION
				(FROM)	(TO)		
Chevrolet	C&F6/7&8/7	1998	1,969	9/97	9/98	Medium Duty Trucks	* Unknown
Chevrolet	C&F8/7&8/7	1999	3,468	6/98	7/99	"	"
Chevrolet	C&F6/7&8/7	2000	3,890	4/99	8/00	"	"
Chevrolet	C&F8/7&8/7	2001	7	7/00	8/00	"	"
GMC	C&F6/7&8/7	1998	3,896	5/97	9/98	"	"
GMC	C&F8/7&8/7	1999	8,373	5/98	7/99	"	"
GMC	C&F6/7&8/7	2000	7,682	4/99	8/00	"	"
GMC	C&F8/7&8/7	2001	17	6/00	6/00	"	"
Isuzu	F6/7	1998	134	9/97	9/98	"	"
Isuzu	F8/7	1999	122	5/98	7/99	"	"
Isuzu	F6/7	2000	216	7/99	8/00	"	"
Isuzu	F8/7	2001	2	6/00	7/00	"	"
Grand Total:			29,976				



MACK TRUCKS, INC.
WORLD HEADQUARTERS
2100 MACK BOULEVARD
P.O. BOX M
ALLENTOWN, PA 18105-5000
PHONE: 610.709.3011

RECEIVED
00 SEP 13 2111:58
DEFECTS INVESTIGATION OFFICE

September 7, 2000

Mr. Kenneth Weinstein, Associate Administrator
Safety Assurance NSA-11
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5319
Washington, DC 20590

00V-232.009

SUBJECT: Vehicle Recall Campaign - SC0260
Bendix ABS ECU (00E-041)

Dear Mr. Weinstein:

Mack Trucks, Inc., acting under applicable provisions of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573.5, will recall certain of its "CH, MR, LE, DM" models built between July 1, 1998 and August 15, 2000.

1. Manufacturer Corporate Name:

Mack Trucks, Inc.
2100 Mack Boulevard
Allentown, Pennsylvania 18105-5000

2. Identification of Involved Vehicles:

The vehicles affected are certain Mack class 8 CH, MR, LE, DM models manufactured between July 1, 1998 and August 15, 2000. Using a computer program we searched for chassis built between the two dates with a PID (Product Identification) code of 6980005, which means Bendix ABS Anti-Lock Brake System.

3. Total Number of Vehicles Potentially Involved:

We have identified 651 chassis built between July 1, 1998 and August 15, 2000 using the Bendix ABS Anti-Lock Brake System.

4. Percentage of Vehicles Estimated to be Affected:

100

5. Description of Defect:

Manufacturer of ABS ECU's:

Honeywell Commercial Vehicle Systems Company
dba/ Bendix Commercial Vehicle Systems ("Bendix")
901 Cleveland Street
Elyria, OH 44035
440-329-9000
Contact: Anthony C. LaPlaca

The Bendix ABS ECU misinterprets certain signals from wheel ends which can result in the temporary loss of braking capability on one or more wheel positions for several seconds. Two conditions have been reported to Bendix that result in this response: 1) an ABS sensor cable that has chafed through the insulation and contacted a rotating part; and, 2) a misaligned tone ring that has been damaged by contacting other components. The ABS malfunction indicator lamp may or may not activate.

There have been no reports of any incidences on Mack chassis.

6. Chronology of Principal Events:

June 27, 2000

Letter from Honeywell sent to Mr. Peter Gross at Mack Trucks, Inc. advising of technical bulletins, service data sheets, and problems reported.

July 18, 2000

Date of letter from Honeywell to Mr. Peter Gross. Letter included copy of Honeywell's letter to NHTSA (dated July 17, 2000).

August 24, 2000

Meeting with Mr. Randy Howe, Regional OE Sales Manager from Allied Signal discussing the recall.

September 7, 2000

Mack's Product Regulation Compliance Committee approved this campaign

7. Not Applicable

8. Remedy Program:

All known owners of the subject vehicles will be notified by first class mail of Mack's inspection program involving suspect vehicles and replacement if necessary. All Mack Authorized Service Centers will be sent a service bulletin detailing the program we have undertaken.

Bendix representatives stated that parts for the Mack product will be available November 15, 2000.

9. Notices, Bulletins and Communications:

Copies of the owner and dealer notifications and dealer repair instructions will be forwarded when available.

Sincerely yours,

MACK TRUCKS, INC.

A handwritten signature in black ink, appearing to read "D.L. Murphy". The signature is written in a cursive style with a long horizontal stroke at the end.

**D.L. Murphy
Campaign Administrator**

MOTOR COACH INDUSTRIES

September 6, 2000

by Fax / FedEx

Associate Administrator for Enforcement
National Highway Traffic Safety Admin.
400 Seventh Street, S.W.
Washington D.C. 20590

00V-232.010

Subject: Vehicle Safety Defect Initial information Report

Pursuant to Part 573.5, this Vehicle Safety Defect Initial Information Report is submitted by Motor Coach Industries, Inc. (MCI).

This report relates to air antilock brake system (ABS) electronic control units (ECU's), model number EC-17 1030R, manufactured by Bendix Commercial Vehicle Systems Co. Our contact at Bendix is:

Gary L. Hopkins
Vice President, Business Development
Bendix Commercial Vehicle Systems Co.
901 Cleveland Street
Elyria, Ohio 44035-2016
Phone: 440-329-9200

- (1) RECALL NUMBER ASSIGNED: To be determined
- (2) VEHICLE MODELS INVOLVED: MCI 102D3, 102DL3, and 102DLS3 series
- (3) MODEL YEARS INVOLVED: 1998 through 2000
- (4) OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLES:
Vehicles built with Bendix air ABS brakes with an EC-17 1030R ECU.
Units 51297 through 53146
- (5) VEHICLE MANUFACTURING DATES: 8/10/98 through 8/25/00.
- (6) VEHICLE POPULATION INVOLVED: Current estimate is approximately 1,849 vehicles. This quantity represents an estimate of the total vehicle population in the U.S. and Canada.

- (7) PORTION OF POPULATION ESTIMATED TO CONTAIN DEFECT: 100%.
- (8) DESCRIPTION OF DEFECT: Bendix has informed MCII that the Bendix EC-17 1030R ABS ECU can misinterpret, at speeds under 20 MPH, particular false wheel speed signals generated from two different conditions that have been detected as of this date: 1. A chaffed sensor wire rubbing on a rotating component, or 2. An incorrect gap between the sensor and the tone ring. If one of these conditions occurs, Bendix advises that its ABS ECU can misinterpret the false signal and respond as though one or more wheels were locking. The ECU would then exhaust the air to one or more of the brake modulators, resulting in a temporary loss of front brakes or all brakes for 2 to 3 seconds at speeds under 20 MPH. Bendix further advises that during the above described conditions, the ABS warning indicator light may not illuminate to warn the driver of an ABS event or a malfunction.
- (9) RISK TO MOTOR VEHICLE SAFETY: If the vehicle experiences one of the two false signal generating conditions and if the ECU misinterprets the signal, Bendix advises that the driver may have an unexpected extended stopping distance which could lead to an accident.
- (10) CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF A SAFETY DEFECT:
- A. 7/12/00 Received notification of Bendix ECU EC-17 vehicle braking irregularities.
 - B. 7/19/00 Telecon with Bendix to understand in detail conditions of reported failure.
 - C. 7/20/00 - 8/22/00 review of service reports and communication with field service to determine if any reports of such failures on MCII products identified.
 - D. 8/24/00 Telecon with Bendix for review of MCII data, further Bendix data.
 - E. 8/25/00 implemented revised software for EC-17 ECU initiated in production at our plants, unit 53146.
 - F. 8/27/00, MCII declared a safety recall to replace the Bendix ABS ECU on MCII D series product. However, at this time, there have been no reported incidences of increased braking distances associated with these coaches.
 - G. 8/30/00 MCII is working to determine the population of vehicle affected through its aftermarket parts system.

- (11) **PROGRAM TO BE TAKEN TO REMEDY DEFECT:** Bendix has advised that it will replace the Bendix ABS ECU's. Due to length of time needed by Bendix to supply ECU's, we are working with Bendix to establish a timing plan for this replacement. Our intention is to prioritize the replacements based on vehicle populations with identified failures, if any.
- (12) **THE SCHEDULE FOR THIS RECALL IS:**
- A) Notify Field Service: Monday: 9/11/2000
B) Notify Customers: Monday: 9/25/2000
- (13) **PROCEDURE TO INFORM SECRETARY OF FAILURE TO REMEDY**
- (14) **WITHOUT CHARGE:** Paragraph to be added to owner notification letter as follows:
"If you take your vehicle to your dealer on a mutually agreed upon service date and the dealer does not remedy this condition without charge on that date or within five days, you can obtain assistance by following the procedure described in the Owner Assistance Guide section of your Owner's Manual. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-888-327-4Z35 if your dealer fails to remedy or is unable to remedy this condition without charge or within a reasonable time."
- (14) **OWNER LETTER AND TECHNICAL LETTER:** Refer to number 12(B).

The undersigned should be contacted for any additional information regarding this recall on (204) 287-4982.

Very truly yours,

Motor Coach Industries, Inc. (MCI)

Paul Murphy
Regulatory Compliance Advisor

Enclosure

cc: Roberto Cordaro, CEO MCI
Timothy Nalepka, Gen. Council, MCI

MOTOR COACH INDUSTRIES

September 6, 2000

INTERIM NOTICE

Dear Valued Customer:

Recently Motor Coach Industries, Inc. (MCII) has been working with Bendix Commercial Vehicle Systems Co. to address an issue regarding Bendix' EC-17-1030R ECU used in antilock brake systems. Bendix has determined that when another component of the vehicle generates a certain erratic signal, the Bendix ECU may not always recognize that the signal is erratic. Instead, the Bendix ECU has, on occasion, misinterpreted a faulty signal and has temporarily activated the ABS on one or more wheels during braking at low speeds, causing less than full application force. Full braking is restored after a few seconds of temporary ABS activity.

However, as of this time there have been no such incidences reported of increased braking distances associated with MCII coaches. MCII has voluntarily included its coaches in this recall to ensure our customers' best interests.

MCII and Bendix have notified the National Highway Traffic Safety Administration and will be cooperating to conduct a safety recall to address this issue.

Bendix has already taken steps to maximize its production capacity in order to manufacture the required number of ECU's for the recall. As it will take some time for Bendix to generate a supply of replacement ECU's, you will be notified at a later date when a replacement ECU is available for your vehicle. In the meantime, there are some steps you can take to reduce the likelihood that you will experience unwanted ABS activity:

- Inspect your vehicle for chafed ABS wheel speed sensor wires rubbing on rotating components. If you see any such condition, repair the chafed wires and tie them down to prevent recurrence of the chafing.
- If the ABS dash lamp illuminates, have your ABS immediately serviced even if the lamp goes off.
- If, during vehicle operation, you sense that your vehicle is experiencing a reduction or absence of braking force, immediately apply the parking brake by pulling the red dash button/valve out. It is mounted either at the right of the driver's seat or on the left-hand console.
- Report any unwanted ABS activation or brake performance issues to MCII at 1-800-241-2947.
- Once you receive your vehicles recall notice, please promptly arrange to obtain and install the replacement ECU.

If you have any questions about this program, please call 1-800-241-2947.

We appreciate your cooperation with this campaign.



MOTOR COACH INDUSTRIES

September 6, 2000

Frequently Asked Questions:

1. Do I need to park my coach until the Bendix EC-17 is replaced?

It is clearly not a "park coach" issue. As of this time there have been no such incidences reported of increased braking distances associated with MCI coaches. MCI has voluntarily included its coaches in this recall to ensure our customers' and their passengers' best interests and comfort.



2. Which of my MCI coaches are involved?

MCI 102D3, 102DL3, and 102 DLS3 conversion series are included in this recall.

3. What years of MCI coaches are involved in this recall?

Coaches manufactured from August 10, 1998 through August 24, 2000

4. Is there any other way of knowing if my coach is involved in the recall?

Vehicles built with Bendix air ABS brakes with an EC-17 1030R ECU.

5. How many MCI coaches may be involved in this recall?

The estimate is approximately 1,849 vehicles in the U.S. and Canada.

6. Is there anything I can do to make sure my coach is OK while I wait for the replacement part?

Yes, you can;

- Inspect your vehicle for chafed ABS wheel speed sensor wires rubbing on rotating components. If you see any such condition, repair the chafed wires and tie them down to prevent recurrence of the chafing.
- If the ABS dash lamp illuminates, have your ABS immediately serviced even if the lamp goes off.
- If, during vehicle operation, you sense that your vehicle is experiencing a reduction or absence of braking force, immediately apply the parking brake by pulling the red dash button/valve out. It is mounted either at the right of the driver's seat or on the left-hand console.
- Report any unwanted ABS activation or brake performance issues to MCI at 1- 800-241-2947.
- Once you receive your vehicles recall notice, please promptly arrange to obtain and install the replacement ECU

ISUZU

00V-232 012

Campaign Service

BULLETIN

IMPORTANT SERVICE INFORMATION FOR:

- ✓ SERVICE MANAGER
- ✓ SERVICE ADVISOR
- ✓ TECHNICIAN
- ✓ PARTS DEPARTMENT
- ✓ WARRANTY PERSONNEL



SB01-09-C001

SALES
OFFICE INVESTIGATION

BULLETIN NUMBER:
SB01-09-C001

ISSUE DATE:
MARCH 2001

GROUP:
BRAKES

BENDIX AIR BRAKE ABS UNWANTED ACTIVATION SAFETY CAMPAIGN # 00V-232



CAMPAIGN IDENTIFICATION NUMBER

Number 00V-232 has been assigned to this campaign. This number will appear on all communications and documentation of any nature dealing with the campaign.

AFFECTED VEHICLES

Certain 1998 – 2001 Isuzu F-series Commercial Vehicles with Bendix ABS air brakes (see attached VIN list).

SERVICE INFORMATION

CONDITION

General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1998 – 2001 Isuzu F-series Commercial Vehicles equipped with Bendix ABS air brakes. Some vehicles may have a condition in which the vehicle may have unwanted temporary ABS activation at low speeds. Unwanted temporary ABS activation at low speed could result in extended stopping distances, which may lead to a vehicle crash.

CORRECTION

Dealers are to replace the Electronic Brake Control Module (EBCM) (ABS-Air) and inspect the wheel sensor cables and wire harnesses for condition and proper routing.

DEALER RESPONSIBILITY

Isuzu dealers **must** service all affected vehicles at **no charge to the owner**, regardless of mileage, age of vehicle, or ownership.

Whenever a vehicle subject to this campaign is in a dealer's vehicle inventory, or arrives at a dealership for service, the dealer must take the necessary steps to ensure that this campaign correction has been made before selling or releasing the vehicle.

All unsold new vehicles in dealer's possession and subject to this campaign **must** be held and repaired per the service procedure in this Campaign Bulletin **before** customers take possession of their vehicles.

OWNER NOTIFICATION

American Isuzu Motors Inc. will send a notification letter to owners of affected vehicles already retailed (*See Enclosed Copy*). Dealers should follow up with vehicle owners by sending a Campaign Reminder Notice (AIMI SVCF-1052) to all vehicle owners listed in the Campaign Report AWS 123-1A. Dealers may obtain these post-cards from their Regional Office.

This Service Bulletin is intended for use by professional, qualified technicians. Attempting repairs or service without the appropriate training, tools, and equipment could cause injury to you or others and damage to your vehicle that may cause it not to operate properly.



SERVICE PROCEDURE

1. Record radio settings.
2. Disconnect the negative battery cable.
3. Disconnect the two wiring connectors from the Electronic Brake Control Module (EBCM) located underneath the cab at the rear support. (Figure 1)

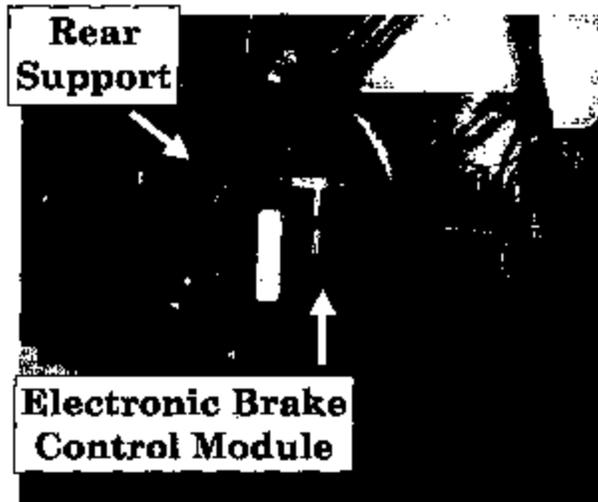


Figure 1: Electronic Brake Control Module (EBCM)

4. Remove the four bolts retaining the EBCM to the mounting plate, and remove the EBCM.
5. Install the new EBCM to the plate with the four bolts previously removed. Tighten the bolts to the specified Torque of 98 lb. in (11 N.m).
6. Connect the two wiring connectors to the EBCM.
7. Connect the negative battery cable.
8. Turn the ignition key ON, then hold a 3-oz magnet (or greater) above the RESET button of the EBCM for about 20 - 40 seconds or until the light blinks fast and immediately remove the magnet. This is done to reconfigure the EBCM diagnostics. Repeat this step if the EBCM is not reconfigured properly or a diagnostic code remains

lit. At this point the EBCM will go through a self-reconfiguration process which will cause diagnostic lamps to initially illuminate and erase all malfunctions (turning off any illuminated diagnostic status lamps). (Figure 2)

IMPORTANT: The EBCM must be reconfigured prior to vehicle operation.

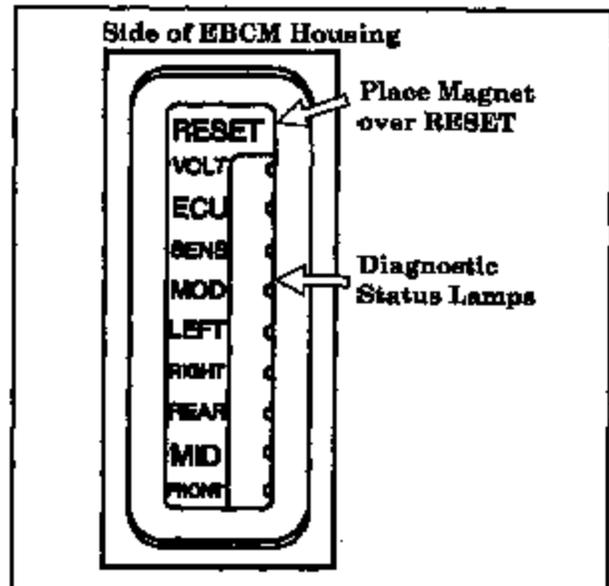


Figure 2: EBCM Diagnostics

9. Follow and inspect the ABS speed sensor cables from the EBCM to both front wheels, and verify the following:
 - Verify that all connectors in line are fully engaged.
 - Verify that all secondary locks are engaged.
 - Verify that all speed sensor wires passing through any frame member are encased in conduit.
 - Verify that cables are secured to the front brake air lines and axles at 6-in. (152 mm) intervals. (Figure 3)
 - Verify that cables have a minimum clearance of 1.5-in. (39 mm) from all moving parts. Secure all cables that exhibit the minimum clearance of 1.5-in. (39 mm).

NOTE: Wind, snow, and other road hazards can exert force on the wires and decrease the clearance if not properly secured.

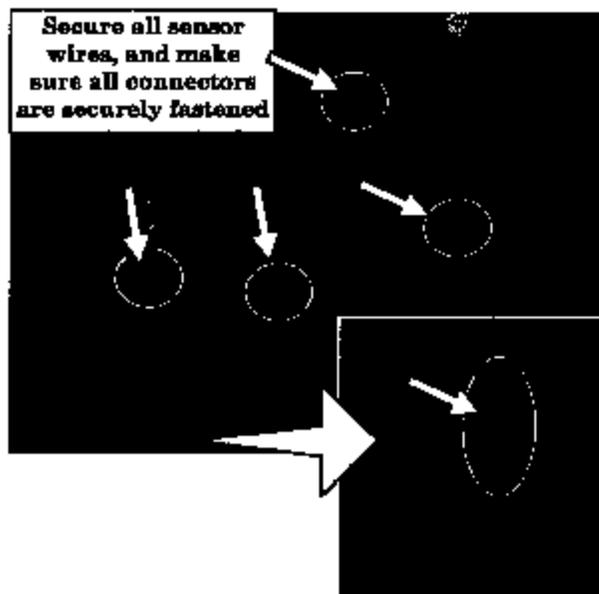


Figure 3: Front Wheel ABS Speed Sensor Wire

10. Ensure that the wheel speed sensor wires are secured against the rear brake slack adjuster shafts with two tie wraps and with one tie wrap at the front brake slack adjuster shafts.

11. Follow and inspect the rear wheel speed sensor cables from the engine compartment to the wheel hubs and verify the following:

- Verify that the cables are secured to the frame at 12-in. (312 mm) intervals.
- Verify that the cables are routed to avoid sharp edges, heat sources, and moving or rotating parts.
- Verify that all cables passing through any frame member are encased in conduit.
- On shorter wheelbase vehicles, verify that any additional length of cable tied up underneath the vehicle is well secured with several tie straps.

- On vehicles with limited clearance between the rotating brake drum and the sensor wires, secure the sensor wires to the axle end to eliminate the free motion of the sensor wires. (Figure 4)
- Verify that all connectors in line are fully engaged.
- Verify that all secondary locks are engaged.
- Verify all wires exiting connectors are allowed to come out straight for 3 in. (78 mm) before bending, and that the wires are secured with a tie wrap at the 3-in. (78 mm) point.

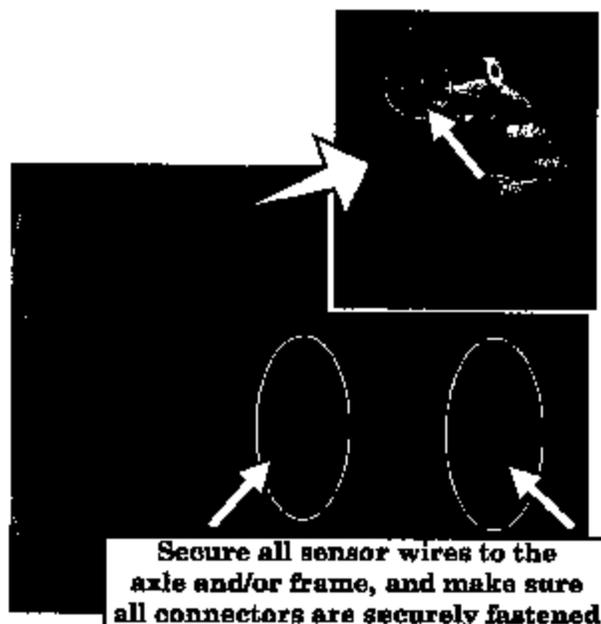


Figure 4: Rear Wheel ABS Speed Sensor Wire

12. Enter the customer's radio station presets and set the clock.
13. Fill out the campaign label.

APPLYING THE CAMPAIGN LABEL

1. Using a ball-point pen, fill out the following information on a campaign label (Part Number: 2-90028-700-0)

- This safety campaign number:
00V-232
- Dealer Code
- Repair Date: (Month/Day/Year)

2. Affix the campaign label adjacent to the manufacturer's identification label located on the driver's side B-pillar.

ISUZU

CAMPAIGN NUMBER:
00V - 232

DEALER CODE: (Enter Code)

REPAIR DATE: (MO/DY/YEAR)

P/N 2-90028-700-0

PARTS INFORMATION

Part Number	Description	Quantity Required
8-88985-706-0	Module Assembly, Electronic Brake Control	1*

*Quantity required per vehicle application.

WARRANTY CLAIM INFORMATION

Use the following *new* labor operation:

Operation	Operation Number	Task	Time	Additional Instructions
ABS BENDIX MODULE CAMPAIGN	V0580	REPLACE	0.7	<i>Includes:</i> Inspect/Reroute wires and cables
		PLUS	0.1	For additional electrical repair (if required)

Use Trouble Code 96 (Campaign Bulletin) for this Labor Operation.
Labor Time *includes* administrative time allowance.

WARRANTY CLAIM SUBMISSION INFORMATION

For your convenience please use the following information when submitting your warranty claim:

LABOR OPERATION:	V0580
LABOR TIME ALLOWED:	0.7 Hours to REPLACE the ABS EBCM, plus 0.1 for additional electrical repair (if required)
TROUBLE CODE:	96
SUBLET CODE:	
SUBLET ALLOWANCE:	
FAILED PART NUMBERS:	8-88935-706-0

NATIONAL SERVICE DEPARTMENT

SB01-09-C001

Dear Isuzu F-Series Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

WHAT IS THE CONDITION?

General Motors has determined that a defect relating to motor vehicle safety exists in certain Model Year 1998 – 2001 F-Series Commercial Vehicles, equipped with Bendix ABS (Anti-Lock Brake System) air brakes. Some of these vehicles have a condition in which the vehicle may have unwanted temporary ABS activation at low speeds. If this occurs when minimum stopping distance is required, it could result in a vehicle crash.

WHAT WE WILL DO:

Your dealer will replace the ABS air brake Electronic Control Unit (ECU) and inspect the ABS wheel sensor cables and wire harness for proper routing. This service will be performed for you at no charge.

WHAT YOU SHOULD DO:

Please contact your Isuzu dealer as soon as possible to arrange a service date. Present this letter to your dealer or refer to Safety Campaign Bulletin SB01-09-C001. The earliest date your dealer can make this correction is March 15, 2001. The length of time required to perform this inspection and service correction is approximately one hour. To locate the Isuzu dealer nearest you, or if you have any questions regarding this matter, please call Owner Relations at 1-800-862-4389.

Your Isuzu dealer is best equipped to obtain parts and provide service to ensure that your vehicle receives this repair as promptly as possible. If you believe that the condition has not been or cannot be addressed within a reasonable time, you may contact:

Owner Relations Department
Post Office Box 44947
Detroit, MI 48244

After contacting your Isuzu dealer, or Owner Relations with any problems, if you are still not satisfied that we have done our best to remedy this condition without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S. W., Washington, D.C. 20590; or call 1-888-DASH-2-DOT (1-888-327-4236).

We are sorry for this inconvenience; however, in the interest of your safety, it is very important that your vehicle be brought in to your Isuzu dealer as soon as possible.

Sincerely,

AMERICAN ISUZU MOTORS INC.

IMPORTANT: *If you have sold or traded your Isuzu vehicle, please enter the current owner's name and address, if known, on the enclosed "Change of Information" postcard and drop it in the mail. Postage has already been paid. We will contact the new owner.*

SB01-09-C001

CHART A

0WJ600694	5WJ600867	XXJ600512	1XJ601539	2YJ701958
0XJ600468	5XJ600563	XXJ600798	1XJ601629	2YJ701540
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1YJ700418	7WJ600465	0XJ600754	1YJ701187	3YJ700056
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2YJ700489	8XJ600444	0YJ700800	2WJ600947	4WJ600982
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4WJ601069	9XJ600646	1XJ600519	2YJ700114	4YJ701121
4XJ600585	9YJ700411	1XJ600679	2YJ700257	4YJ701152
4XJ600652	9YJ700506	1XJ600780	2YJ700338	4YJ701345
4XJ601638	9YJ700876	1XJ601069	2YJ700341	4YJ701359
4YJ700493	9YJ701381	1XJ601086	2YJ700615	4YJ701376
4YJ700655	XXJ600171	1XJ601153	2YJ701005	4YJ701412
4YJ700798	XXJ600493	1XJ601248	2YJ701165	4YJ701460

4YJ701510	7WJ600958	8YJ701476	XXJ601166
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5XJ601365	7YJ700897	9XJ600848	XYJ701298
5YJ700009	7YJ700853	9XJ601109	01J700003
6YJ700012	7YJ701002	9XJ601112	0YJ701193
5YJ700267	7YJ701128	9XJ601126	2WJ600704
5YJ700415	7YJ701324	9XJ601238	8YJ700588
5YJ700608	7YJ701496	9XJ601319	6XJ600688
5YJ701192	8WJ600872	9XJ601370	9XJ600216
5YJ701290	8WJ600936	9XJ601448	9YJ700527
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