

*Ford Motor Company*

James P. Vondra, Director  
Automotive Safety Office  
Environmental & Safety Engineering

February 28, 2001

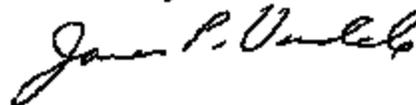
Kenneth N. Weinstein  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, SW  
Washington, DC 20590

Dear Mr. Weinstein:

**Subject: Safety Recall 00V-335 NSA-11paw  
(Ford Number 00S34)**

Enclosed are dealer and owner letters issued by Ford Customer Service Division regarding a recall of certain 1998 Ford Louisville and Aeromax trucks. Specific details were forwarded to you in our letter dated October 19, 2000. Owner notification letters were mailed on February 16, 2001.

Sincerely,



00634dr.doc/dly  
Enclosures



# *Ford Motor Company*

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January 2001

**TO:** All Ford Heavy Truck Dealers Approved for Ford Warranty Repairs

**SUBJECT:** Safety Recall 00S34: Certain 1998 Ford Louisville and Aeromax Trucks with Tandem Rear Axles and ABS – Air Reservoir Isolation

## **AFFECTED VEHICLES**

Certain 1998 model year Ford Louisville and Aeromax trucks built at the Kentucky Truck plant with Tandem Rear Axles and ABS from November 5, 1996 through December 18, 1997.

## **SAFETY CONCERN**

In some of the affected vehicles an air brake line may have been misrouted. This misrouted condition does not provide the isolation of the air reservoir required to satisfy Federal Motor Vehicle Safety Standard (FMVSS) No. 121.

Under normal conditions, the brakes on the affected vehicles operate as intended. However, if a brake system air line is damaged, and leaks occur, the air brake reservoir pressure will become depleted and allow the emergency spring brake to activate. The vehicle will stop and cannot be moved until the air system has been repaired.

## **SERVICE ACTION**

On each of the affected trucks, an air brake isolation test will be performed to determine if the misrouted condition exists. Those vehicles that require the repair will have the air brake plumbing revised. After the air brakes have been revised, another isolation test will be performed to confirm that the repair provides the air reservoir isolation required by FMVSS No. 121.

## **ATTACHMENTS**

Attachment I: Administrative Information  
Attachment II: Labor Allowances and Parts Ordering Information  
Attachment III: Technical Information  
Customer Notification Letter

**QUESTIONS?**

Claims Information:.....1-800-423-8851

Other (Dealer Only) Recall Questions:.....1-800-325-6621

Sincerely,



Ann O'Neil  
Director  
Vehicle Service and Programs

**Safety Recall 00S34**  
Certain 1998 Model Year Ford Louisville and Aeromax with Tandem Axle and ABS  
Air Reservoir Isolation

**OASIS**

You must use OASIS to determine if a vehicle is eligible for this recall.

**PROMPTLY CORRECT**

Promptly correct all affected vehicles in your dealer Recall/ONP Involved Unit Listing available on QCDealer.Com or in the Ford Dealer Consolidated Communicator (FDCC). Also, correct other eligible vehicles which are brought to your dealership.

**DEALER-OWNER CONTACT**

Immediately contact any affected owner whose name is not on the list. Give the owner a copy of the Owner Letter and schedule a service date.

**REGIONAL CONTACT**

Advise regional office if an owner:

- cannot be contacted.
- does not make a service date.

**CLAIMS PREPARATION AND SUBMISSION**

- Enter claims using DWE.
- Refer to ACESII manual for claims preparation and submission information.

**OWNER REFUNDS**

Ford Motor Company will only refund owner-paid repairs made before the date of the Owner Letter (or after the date of the Owner Letter if an emergency repair was made away from the servicing dealer). Refer to ACESII manual for refund information.

**RENTAL VEHICLES**

Rental vehicles are not available for this program.

**Safety Recall 00S34**  
Certain 1998 Model Year Ford Louisville and Aeromax with Tandem Axle and ABS  
Air Reservoir Isolation

**LABOR ALLOWANCES**

<b>Description</b>	<b>Labor Operation</b>	<b>Labor Time</b>
Perform Air Brake Isolation Compliance Test (Passes Test – Vehicle Released)	00S34A	0.4 Hours
<b>Vehicles Without Sleeper Cab</b> Re-route Air Lines (Includes Both Compliance Tests)	00S34B	0.9 Hours
<b>Vehicles Equipped With Sleeper Cab</b> Re-route Air Lines (Includes Both Compliance Tests)	00S34C	1.1 Hours
Administrative Allowance	Misc. Expense Code "ADMIN"	0.1 Hour

**PARTS REQUIREMENTS**

**Parts Ordering Information**

Parts will not be direct shipped for this recall. Order your parts through the Alliance Parts distribution system. Dealers who are not able to order parts through Alliance may obtain parts from any Sterling dealer.

<b>Part Number</b>	<b>Description</b>	<b>Quantity</b>
94450306M (Norgren Part Number)	5/8" Plastic Air Line Union (Push to connect)	1
N/A	18" to 24" Length of 5/8" Air Line (procure locally from bulk stock)	1

## AIR BRAKE LINE REROUTING

**AFFECTED VEHICLES:** 1998 MODEL YEAR LOUISVILLE AND AEROMAX  
EQUIPPED WITH TANDEM AXLE AND  
ANTI-LOCK BRAKE SYSTEM

### OVERVIEW

Some of the affected vehicles in this program may have been built with a misrouted brake air line. Two (2) brake air lines should be routed from the anti-lock brake module to the auxiliary air tank. Vehicles with the misrouted condition have one of these air lines routed to the supply air tank. An air brake isolation test will be performed to determine if a misrouted condition exists. This procedure gives details for the testing and rerouting of the affected air line.

### AIR BRAKE ISOLATION COMPLIANCE TEST

1. Pressurize the air brake system.
2. Observe the air pressure gauge in the instrument panel.
3. The red and green pointers should stay above 100 PSI.
4. With the engine OFF, open the drain valve on the primary air tank.
5. Observe the air pressure gauge in the instrument panel.
6. The green pointer should show a loss of pressure. The red pointer should show a steady pressure above 100 PSI.
7. Close the drain valve on the primary air tank and fill the supply air tank.
8. Open the drain valve on the secondary tank.
9. Observe the air pressure gauge in the instrument panel.
  - If the red pointer shows a loss of pressure and the green pointer shows a steady pressure above 100 PSI, the air lines are routed correctly. Close the drain valve on the secondary air tank, then pressurize the air brake system. No repair is required, return the vehicle to the owner.
  - If the red AND green pointers both show a loss of pressure, the air lines are not routed correctly. Proceed to Air Line Rerouting.

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## AIR LINE REROUTING

### VEHICLES WITHOUT SLEEPER UNIT

**NOTE: REFER TO FIGURE 1 FOR ALL COMPONENT LOCATION AND AIR LINE ROUTING ON VEHICLES WITHOUT SLEEPER UNITS.**

1. **NOTE:** Two (2) green 5/8-inch air lines may enter the supply tank. The air line at the rear of the tank is routed to the anti-lock brake module.  
Locate and disconnect the green 5/8-inch air line from the fitting on the back of the supply air tank.
2. Verify that the air line disconnected from the supply tank in the previous step is the misrouted air line by performing the following test.
  - A. Locate the "T" fitting on the anti-lock brake module.
  - B. Disconnect one of the green 5/8-inch air lines from the "T" fitting and apply compressed air into the end of the line.
    - If air exits the end of the air line you disconnected from the supply tank, this is the misrouted air line.
    - If air pressure builds up in the air line, this is not the misrouted air line. Reconnect the air line to the "T" fitting.
  - C. If the misrouted air line was not identified in step 2B, disconnect the other air line from the "T" fitting and apply compressed air into the end of the line.
    - Air should exit the end of the air line you disconnected from the supply tank; this is the misrouted air line.
    - Connect the air line to the "T" fitting.
3. Remove the fitting from the supply tank that the green 5/8-inch air line was disconnected from.
4. Remove the 1/2-inch pipe plug from the rear of the auxiliary tank.
5. Apply Teflon® tape to the pipe plug, then install the plug into the vacant hole in the end of the supply tank. Hand tighten the plug, then continue tightening two full turns.
6. **NOTE:** The final position of the fitting should be pointing upwards.  
Apply Teflon® tape to the fitting, then install the fitting into the vacant hole in the rear of the auxiliary tank. Hand tighten the fitting, then continue tightening two full turns.
7. Obtain an 18-inch length of 5/8-inch nylon air line and one (1) 5/8-inch union.
8. Install the union on the end of the 18-inch length of air line. Tighten the union to 40 Nm (30 lb-ft).
9. Install the other end of the union onto the green 5/8-inch air line previously removed from the supply tank. Tighten the union to 40 Nm (30 lb-ft).
10. Route the loose end of the air line above the frame crossmember and down to the auxiliary tank. Connect the air line to the fitting on the rear of the auxiliary tank.
11. **NOTE:** The air lines must be secured together above the frame crossmember and routed away from any moving parts.  
Install three (3) plastic bundling straps to secure the two green 5/8-inch air lines together.
12. Close the drain valve on the secondary tank.
13. Perform the Post Repair-Air Brake Isolation Compliance Test.

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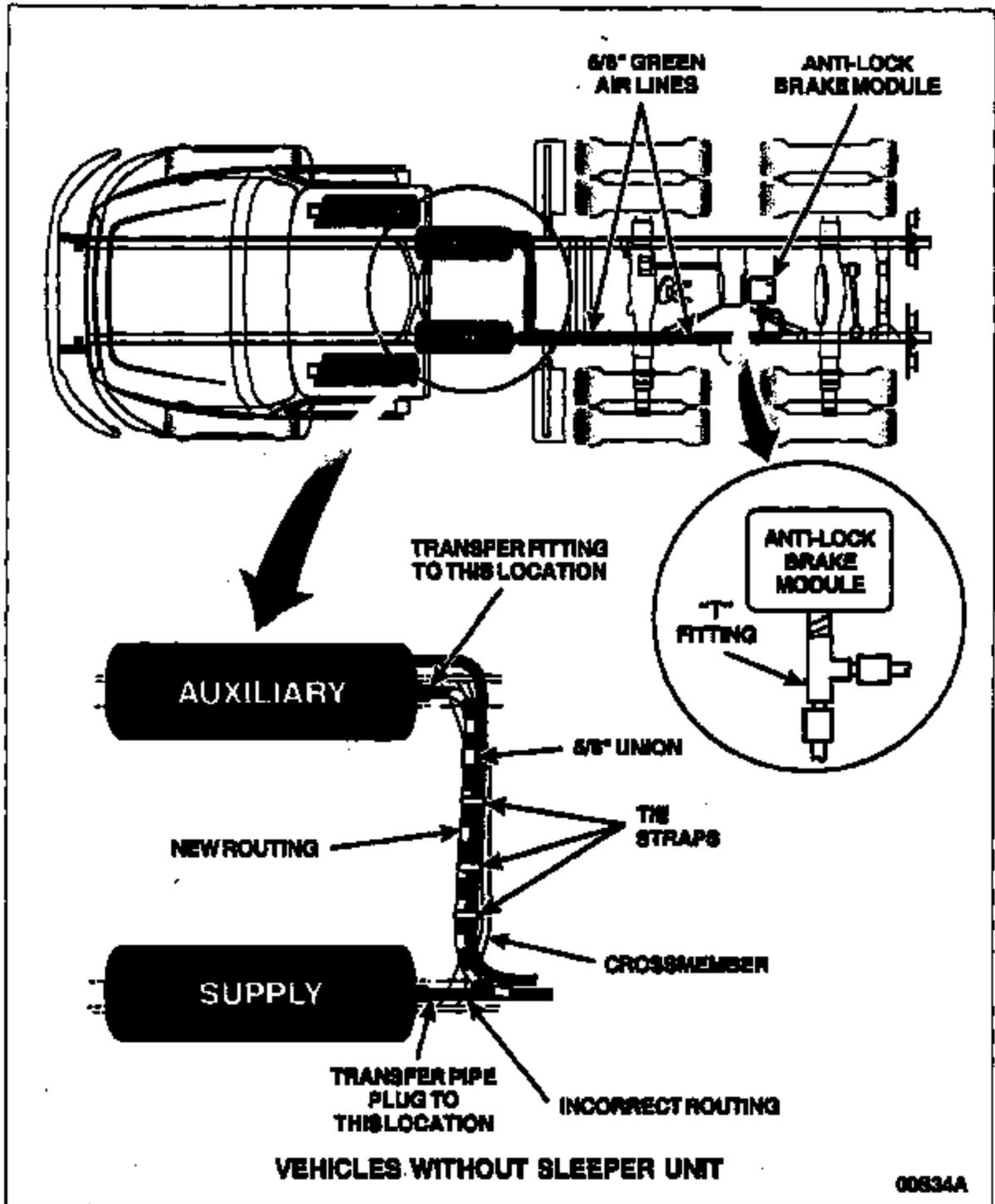


FIGURE 1

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## AIR LINE REROUTING

### VEHICLES WITH SLEEPER UNIT

**NOTE: REFER TO FIGURE 2 FOR ALL COMPONENT LOCATION AND AIR LINE ROUTING ON VEHICLES WITH SLEEPER UNITS.**

1. **NOTE:** Two (2) green 5/8-inch air lines may enter the supply tank. The air line at the rear of the tank is routed to the anti-lock brake module.  
Locate and disconnect the green 5/8-inch air line from the fitting on the back of the supply air tank.
2. Verify that the air line disconnected from the supply tank in the previous step is the misrouted air line by performing the following test.
  - A. Locate the "T" fitting on the anti-lock brake module.
  - B. Disconnect one of the green 5/8-inch air lines from the "T" fitting and apply compressed air into the end of the line.
    - If air exits the end of the air line you disconnected from the supply tank, this is the misrouted air line.
    - If air pressure builds up in the air line, this is not the misrouted air line. Reconnect the air line to the "T" fitting.
  - C. If the misrouted air line was not identified in step 2B, disconnect the other air line from the "T" fitting and apply compressed air into the end of the line.
    - Air should exit the end of the air line you disconnected from the supply tank; this is the misrouted air line.
    - Connect the air line to the "T" fitting.
3. Loosen the fitting from the supply tank that the green 5/8-inch air line was disconnected from.
4. **NOTE:** The supply tank may need to be repositioned to allow clearance for removal of the fitting. Loosen the supply tank mounting clamps. Reposition the supply tank and remove the fitting.
5. Remove the 1/2-inch pipe plug from the side of the auxiliary tank.
6. Place the supply tank into the installed position, then tighten the mounting clamps to 12 Nm (106 lb-in).
7. Apply Teflon® tape to the pipe plug, then install the plug into the vacant hole in the end of the supply tank. Hand tighten the plug, then continue tightening two full turns.
8. **NOTE:** The final position of the fitting should be pointing toward the rear of the vehicle.  
Apply Teflon® tape to the fitting, then install the fitting into the vacant hole in the side of the auxiliary tank. Hand tighten the fitting, then continue tightening two full turns.
9. Obtain a 24-inch length of 5/8-inch nylon air line and one (1) 5/8-inch union.
10. Install the union on the end of the 24-inch length of air line. Tighten the union to 40 Nm (30 lb-ft).
11. Install the other end of the union onto the green 5/8-inch air line previously removed from the supply tank. Tighten the union to 40 Nm (30 lb-ft).
12. Connect the loose end of the 24-inch length of air line to the fitting on the side of the auxiliary tank.
13. **NOTE:** The air lines must be secured together and routed away from any moving parts.  
Install three (3) plastic bundling straps to secure the two green 5/8-inch air lines together.

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14. Close the drain valve on the secondary tank.
15. Perform the Post Repair-Air Brake Isolation Compliance Test.

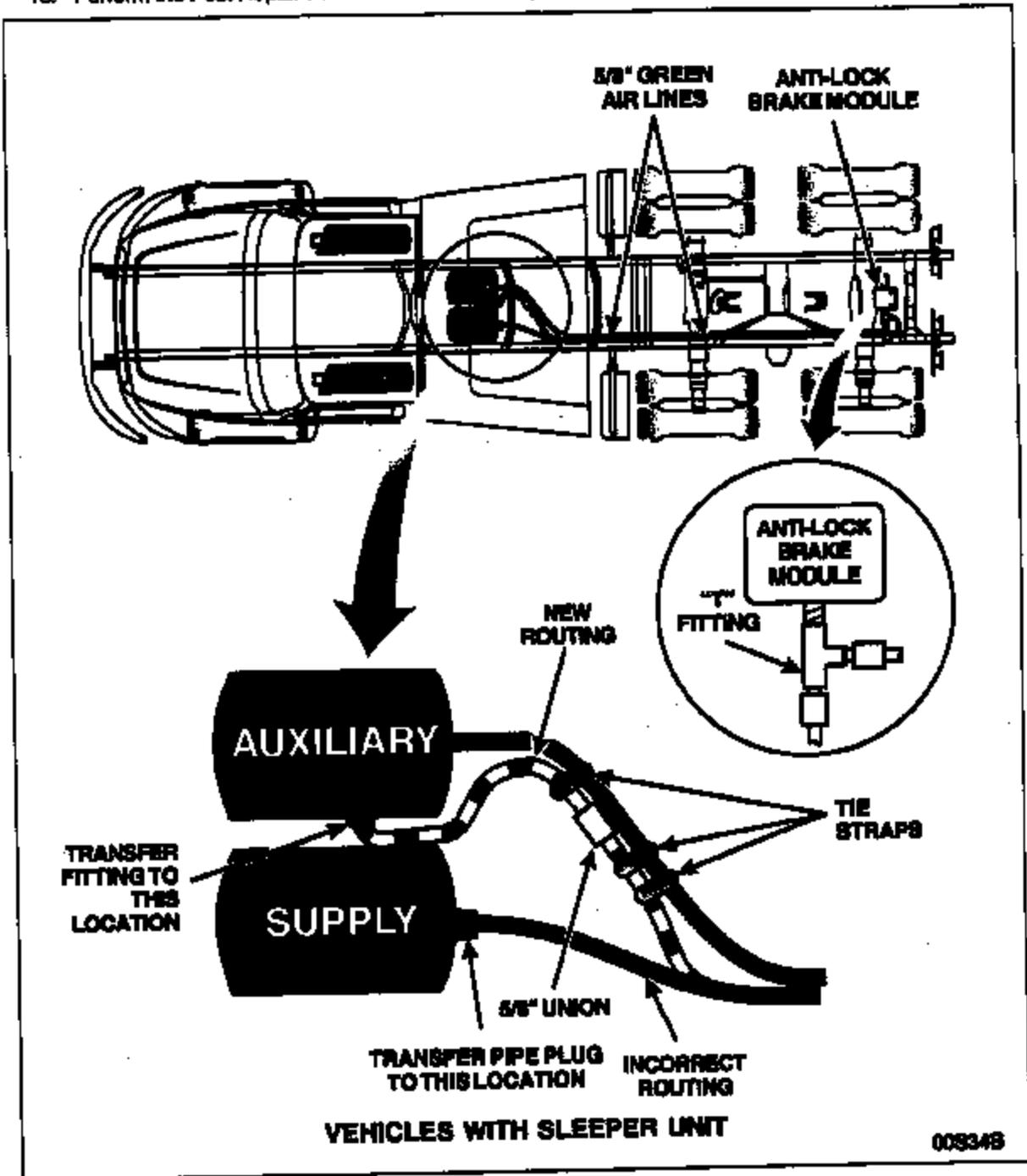


FIGURE 2

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### POST REPAIR-AIR BRAKE ISOLATION COMPLIANCE TEST

1. Pressurize the air brake system.
2. Observe the air pressure gauge in the instrument panel.
3. The red and green pointers should stay above 100 PSI.
4. With the engine OFF, open the drain valve on the primary tank.
5. Observe the air pressure gauge in the instrument panel.
6. The green pointer should show a loss of pressure. The red pointer should show a steady pressure above 100 PSI.
7. Close the drain valve on the primary tank and fill the supply air tank.
8. Open the drain valve on the secondary tank.
9. Observe the air pressure gauge in the instrument panel.
10. The red pointer should show a loss of pressure and the green pointer should show steady pressure above 100 PSI.

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# Ford Motor Company

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Ford Motor Company  
P. O. Box 1904  
Dearborn, Michigan 48121

February 2001

00S34

Mr. John Sample  
123 Main Street  
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

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

Ford Motor Company has decided that certain 1998 model year Ford Louisville and Aeromax Trucks with Tandem Axles and ABS (Anti-Lock Brake System) fail to conform to the requirements specified in Federal Motor Vehicle Safety Standard (FMVSS) No. 121, Air Brake Systems.

**What the non-compliance issue is ...**

Due to a misrouted air line, the air brake plumbing on certain vehicles does not provide the air reservoir isolation required by Federal Motor Vehicle Safety Standard (FMVSS) #121. Under normal conditions, the brakes on the affected vehicles operate as intended. However, if a brake system air line was damaged and leaks occurred, the air brake reservoir pressure could be depleted, allowing the emergency spring brake to activate. With the emergency spring brake deployed, the vehicle would stop and could not be moved until the air system was repaired.

**What Ford Motor Company and your dealer will do ...**

At no charge to you, your authorized Ford Heavy Truck dealer will perform an air brake isolation test on your vehicle to determine if the misrouted condition exists. Those vehicles with the misrouted line condition will have the air brake plumbing revised. After the air brakes have been revised, another isolation test will be performed to confirm that the repair provides the air reservoir isolation required by FMVSS No. 121. Dealers currently have instructions and parts ordering information.

**How long will it take?**

The time needed for this repair is less than one-half day. However, due to service scheduling issues, your dealer may need your vehicle for a longer period of time.

**What we are asking you to do ...**

Call your Ford or Sterling Heavy Truck dealer without delay. When you call to schedule a service date:

- Verify they are authorized to perform Ford warranty repairs on heavy trucks.
- If the dealer is authorized, ask for a service date and whether parts are in stock for Safety Recall 00S34.

If your dealer does not have the parts in stock, they can be ordered before scheduling your service date. Parts would be expected to arrive within a week.

When you bring your truck in, show the dealer this letter. If you misplace this letter, your dealer will still do the work, free of charge.

**If you've already paid for this service ...**

If you paid to have this service done before the date of this letter, Ford is offering a full refund. For the refund, please give your paid original receipt to your dealer. To avoid delays, do not send receipts to Ford Motor Company.

**If you've changed address or sold the vehicle ...**

Please fill out the enclosed prepaid postcard and mail it to us if you have changed address or sold the vehicle.

**If you have concerns ...**

If you have trouble getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager. If you still need assistance, please contact the Ford Motor Company Customer Relationship Center and one of our representatives will be happy to assist you:

CALL: (800) 392-3673  
(800) 232-5962 (TDD for the Hearing Impaired)

Office Hours: (Eastern Standard Time)

Monday-Friday: 8am - 11pm

Saturday: 9am - 8pm

or you may contact us through the Internet at:

[www.ownerconnection.com](http://www.ownerconnection.com)

Our current response time to Internet inquiries is three business days.

You also may send a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline 1-888-327-4236 or 1-800-424-9393.

**Quality Care service is there for you all year round.**



Quality Care is the commitment of Ford Motor Company and its dealerships to provide you with a superior service and ownership experience. While we regret the inconvenience caused by this program, we stand committed with our dealers to assist you with all of your automotive service needs. With our nationwide dealer network, we're here to ensure you receive Quality Care service so that your vehicle maintains peak performance throughout your ownership experience.

We pride ourselves on becoming the world's leading consumer company for automotive products and services. Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in cursive script that reads "Ann O'Neill".

Ann O'Neill  
Director  
Vehicle Service and Programs