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OFFICE OF
DEFECT INVESTIGATION

February 2005

IMPORTANT SAFETY RECALL CAMPAIGN ANNOUNCEMENT
NHTSA Recall Campaign # 05V-008

Dear Jayco/Starcraft Dealer:

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

DEFECT INVOLVED

Jayco, Inc. has decided that a defect, which relates to motor vehicle safety, exists in specific model year 2005 Jayco Granite Ridge, Greyhawk, and Escapade Motor Homes.

Jayco has become aware that the battery cable may have been routed too close to the exhaust manifold which may result in the cable melting and creating an electrical short and/or fire.

The remedy includes inspection, rerouting and/or replacement of the battery cable. If you are unable to perform this repair, please contact Jayco Customer Service at 1-800-283-8267 for assistance.

DEALER CAMPAIGN RESPONSIBILITY

We strongly suggest that you designate a manager to coordinate the recall to ensure the work is performed and documented properly, and that a warranty claim is submitted to Jayco to verify the performance of the modification. This responsibility should also include accountability for all stock units affected by the recall campaign.

All unsold new vehicles in your possession that are subject to this campaign must be held and repaired per the service procedure of this recall campaign bulletin **before** owners take possession of these vehicles.

NHTSA Recall Campaign # 05V-008
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Federal law requires that all units in your inventory be repaired prior to delivery to a customer. If you have sold a unit recently that you have received a stock recall notice on, please contact the owner immediately to advise of the recall. You may do this by sending a copy of the retail owner recall notice. In addition, Jayco encourages you to follow up with a telephone call to the customer to assist in scheduling the repairs.

Authorized Jayco dealers are to service all vehicles subject to this campaign at no charge to owners, regardless of mileage, age of vehicle or ownership, from this time forward. Recall campaigns should receive the highest priority in your shop because of the safety factor involved and work must be scheduled promptly regardless of where the vehicle was purchased.

OWNER NOTIFICATION

Retail owners of record will be receiving notification of this campaign within two weeks of this dealer notification letter. A copy of the owner notification letter is attached for your review. When the customer makes the appointment the customer will need to give you the "Recall Claim Form" that they received in their letter. This is the authorization to perform the recall. In addition, this is the "Claim Form" that you must submit to Jayco for payment. The customer must sign the claim form as an indication that the recall was performed. Jayco will no longer accept recall claims via the TRADEROUTE system.

FILING A CLAIM

Job Operation Number: 9901057

Time: See Instruction Sheets

If you have any questions regarding this recall or instructions, please contact us on your dealer service line 1-800-283-8267.

Thank you for your assistance.

Sincerely,

Jayco, Inc.
After Market Services

Enclosures



RECALL CAMPAIGN

9901057 - 05V-008

Subject:	Battery wire routed incorrectly.	
Units Affected:	2005 Class C Motorhomes manufactured between September 2004 through December 2004 • Ambient: M10065-M10091, M20056, M30056, M40051, M50056-M50065 • Greyhawk: MA0061-MA0170, MB0064-MB0124, ME0073-ME0108, MJ0119-MJ0274, MP0067-MP0080, MV0077-MV0122, MY0073-MY0109 • Granite Ridge: RB0061-RB0100, RJ0117-RJ0240 • Escapade: UA0069-UA0074, UG0070-UG0090, UM0053-UM0057, UU0052-UU0057	
Action Required:	Inspection, re-route, replace battery cable line.	
Job Operation Code:	9901057 Ⓝ NOTE: Please provide complete repair description when filing claim.	
Series Code:	Inspect & Repair	RC024
	Inspect & Re-route	RC025
	Inspect, Repair & Re-route	RC026
Flat Rate Time:	Inspect & Repair	0.75 hrs.
	Inspect & Re-route	1.5 hrs.
	Inspect, Repair & Re-route	ST*
	(*) ST time requires prior authorization and pictures before repairs are made.	

Kit Part Number:	0502171
Parts Kit Includes:	• 1 - Isolator Stud • 3 - Ring Terminals (4 gauge) • 6 feet - Battery Cable • 6 feet - Split Loom Cover • 1 - Butt Connector (10-12 heat shrink) • 1 - Butt Connector (14-16 heat shrink) • 6 - 14" Black Cable Ties • 2 - Self-Drilling Screws • 1 - Instruction Sheet
Tools Required:	• Utility knife • Wire cutters • Wire strippers • Wire terminal crimpers • Screw gun • Measuring Tape • 3/8" wrench • 1/2" wrench
Additional Requirements:	• 10 gauge red wire • 14 gauge orange wire • Ring terminals • Electrical tape

Instructions



WARNING: Disconnect the from the house battery and make sure the shore power cord is disconnected from any power source before starting this procedure.

Inspection-Must be performed on ALL units

1. Locate the emergency start solenoid (solenoid) and the 30-amp auto reset breaker (breaker) mounted to the firewall in the engine compartment.
2. Locate the orange wire connected to the solenoid (Fig.1A) and the red wire connected to the breaker (Fig. 1B), and the top black battery cable (Fig. 1C). These wires are routed together in a wire harness.
3. Locate the steering column in the engine compartment coming out of the firewall. (Fig. 1)
4. Inspect the wire harness from the solenoid to the point where it exits the engine compartment. Make sure there is no evidence of heat exposure damage to the wire harness.
5. The wire harness must route from the solenoid to the driver's side of the steering column (Fig. 1D). From the driver's side of the steering column it must route between the top of the frame rail and the driver's floorboard.
6. Block the rear wheels and raise the front of the motor home. Support the motorhome with jack stands of sufficient weight capacity.
7. Inspect the wire harness from the point where it exits the engine compartment to the driver's step well area. Make sure there is no evidence of heat exposure to the wire harness.

(N) NOTE:

- If there is no evidence of heat exposure on the wires or the split loom cover, but the wires are routed on the passenger side of the steering column, proceed to Repair #1 – Re-route the wire harness.
 - If there is heat exposure to the split loom cover only, proceed to Repair #2 – Replace split loom cover only.
 - If there is heat exposure to the split loom cover and the wires, proceed to Repair #3 - Replace heat exposed/damaged wires and split loom cover.
8. If there is no evidence of heat exposure and the wire harness is routed to the driver's side of the steering column, cable tie the wire harness to the Ford wire harness. Make sure the wire harness is routed on top of the frame rail and away from any heat sources. Cable tie as necessary.

Repair #1 – Re-route the wire harness

1. Slide back the black rubber boot, covering the top terminal on the solenoid, to gain access to the nut holding the black battery cable terminal.
2. With a ½" wrench, remove the nut that holds the terminal to the solenoid (Fig. 1C). Tape the end of the black battery cable with black electrical tape to prevent electrical shorting.
3. With a 3/8" wrench, remove the nuts that hold the orange wire to the solenoid (Fig. 1A) and the red wire to the breaker (Fig. 1B). Tape off the ends to prevent electrical shorting.
4. From under the motorhome, pull the wire harness out of the engine compartment.
5. Re-route the wire harness along the top of the frame rail forward to the engine compartment. Cable tie it to the Ford wire harness under the driver's side floorboard, as needed, to ensure the harness will not be exposed to any heat source.
6. Route the wire harness to the driver's side of the steering column (Fig. 1D) and cable tie it to the Ford wire harness. Continue routing the wire harness to the solenoid.
7. Remove the tape from the:
 - orange wire and connect it to the breaker (Fig. 1A).
 - red wire and connect it to the solenoid (Fig. 1B).
 - black battery cable and connect it to the solenoid (Fig. 1C).
8. Slide the black rubber boot back over the battery cable terminal to protect it from contacting anything under the hood.
9. Inspect the split loom cover and wires to ensure they are not going to be exposed to any heat source. Cable tie as necessary.
10. Reconnect the house battery.

Repair #2 – Replace Split Loom Cover Only

1. Slide back the black rubber boot, covering the top terminal on the solenoid, to gain access to the nut holding the black battery cable terminal.
2. With a ½" wrench, remove the nut that holds the terminal to the solenoid (Fig. 1C). Tape the end of the black battery cable with black electrical tape to prevent electrical shorting.
3. With a 3/8" wrench, remove the nuts that hold the orange wire to the solenoid (Fig. 1A) and the red wire to the breaker (Fig. 1B). Tape off the ends to prevent electrical shorting.
4. From under the motorhome, pull the wire harness out of the engine compartment.
5. Follow along the wire harness until the split loom cover shows no evidence of heat exposure. Cut and remove the damaged split loom cover.
6. Install the new split loom cover (supplied in parts kit) over the wires and tuck one (1) inch under the end of the original loom cover. With the use of electrical tape, tape the two (2) pieces of loom cover together.
7. Route the wire harness along the top of the frame rail forward to the engine compartment. Cable tie it to the Ford wire harness under the driver's side floorboard, as needed, to ensure the harness will not be exposed to any heat source.
8. Route the wire harness to the driver's side of the steering column (Fig. 1D) and cable tie it to the Ford wire harness. Continue routing the wire harness to the solenoid.
9. Remove the tape from the:
 - orange wire and connect it to the breaker (Fig. 1A).
 - red wire and connect it to the solenoid (Fig. 1B).
 - black battery cable and connect it to the solenoid (Fig. 1C).
10. Slide the black rubber boot back over the battery cable terminal to protect it from contacting anything under the hood.
11. Inspect the split loom cover and wires to ensure they are not going to be exposed to any heat source. Cable tie as necessary.
12. Reconnect the house battery.

Repair #3 – Repair Heat Exposed/Damaged Wires



WARNING: An isolator stud must be used to splice the black battery cable. The red and/or orange wires must be spliced using a heat shrink butt connector. The parts kit will have all required parts to complete this repair.

1. Slide back the black rubber boot, covering the top terminal on the solenoid, to gain access to the nut holding the black battery cable terminal.
2. With a ½" wrench, remove the nut that holds the terminal to the solenoid (Fig. 1C). Tape the end of the black battery cable with black electrical tape to prevent electrical shorting.
3. With a 3/8" wrench, remove the nuts that hold the orange wire to the solenoid (Fig. 1A) and the red wire to the breaker (Fig. 1B). Tape off the ends to prevent electrical shorting.
4. From under the motorhome, pull the wire harness out of the engine compartment.
5. Follow along the wires toward the driver's side stepwell until the wires show no evidence of heat exposure.
6. Replace only the wires that have been damaged and/or discolored by heat exposure.
7. Cut away the damaged section of the split loom cover.

Replacement of the Black Battery Wire:

1. Mount an isolator stud to driver's side of the chassis frame rail using the supplied self-drilling screws. Make sure there is enough of the original cable left to attach to the isolator stud.
2. Cut off the damaged portion of the black battery cable. Remove the black rubber boot from the end of the cable and save it for installation of the new cable.
3. Strip an estimated ¾" of the black insulation from the original cable extending from the stepwell and from one end of the new battery cable. Crimp a new 3/8" ring terminal to the original and new cable.
4. Mount the ring terminals to the isolator stud, and tighten the nut to hold the cables in place.

Replacement of the Orange and/or Red wire(s):

1. Cut off the damaged portion of the orange and/or red wire(s). Discard the damaged wire(s).
2. Strip an estimated ¼" of insulation off of the remaining orange and/or red wire(s) extending from the stepwell and one end of the new orange and/or red wire(s).

3. Connect the new replacement wire(s) to the existing wire(s) with a heat shrink butt connector.
4. Heat the shrink tubing on the butt connector until it seals to the wire(s).

Replacement of the Split Loom Cover:

1. Locate the new split loom wire cover from the parts kit.
2. Install the new loom cover over the wires and battery cable. Tuck one (1) inch under the end of the original loom cover. With the use of electrical tape, tape the two (2) pieces of loom cover together.
3. Tape the end of each wire with black electrical tape to prevent electrical shorting when routing the wires into the engine compartment.
4. Route the wire harness along the top of the frame rail forward to the engine compartment. Cable tie it to the Ford wire harness under the driver's side floorboard, as needed, to ensure the harness will not be exposed to any heat sources.
5. Route the harness to the driver's side of the steering column (Fig. 1D) and cable tie it to the Ford wire harness. Continue routing the harness to the solenoid.
6. If the wires and/or cable are the correct length, remove the black electrical tape from the end. If the wires/cable are too long, verify the appropriate length and cut the wires/cable to fit.
7. Strip an estimated ¼" of insulation off of the orange and/or red wire(s). Install ring terminals (supplied in the parts kit) to the red and orange wire(s). Connect the orange wire to the solenoid (Fig. 1A). Connect the red wire to the breaker (Fig. 1B).
8. Install the black rubber boot, saved from removal of the old cable, to the new battery cable.
9. Strip an estimated ¾" of the black insulation from the battery cable and install a 3/8" ring terminal (supplied in the parts kit).
10. Mount the ring terminal to the solenoid (Fig. 1C).
11. Tighten all connections.
12. Slide the rubber boot over the solenoid terminal to protect the terminal.
13. Reconnect the house battery.

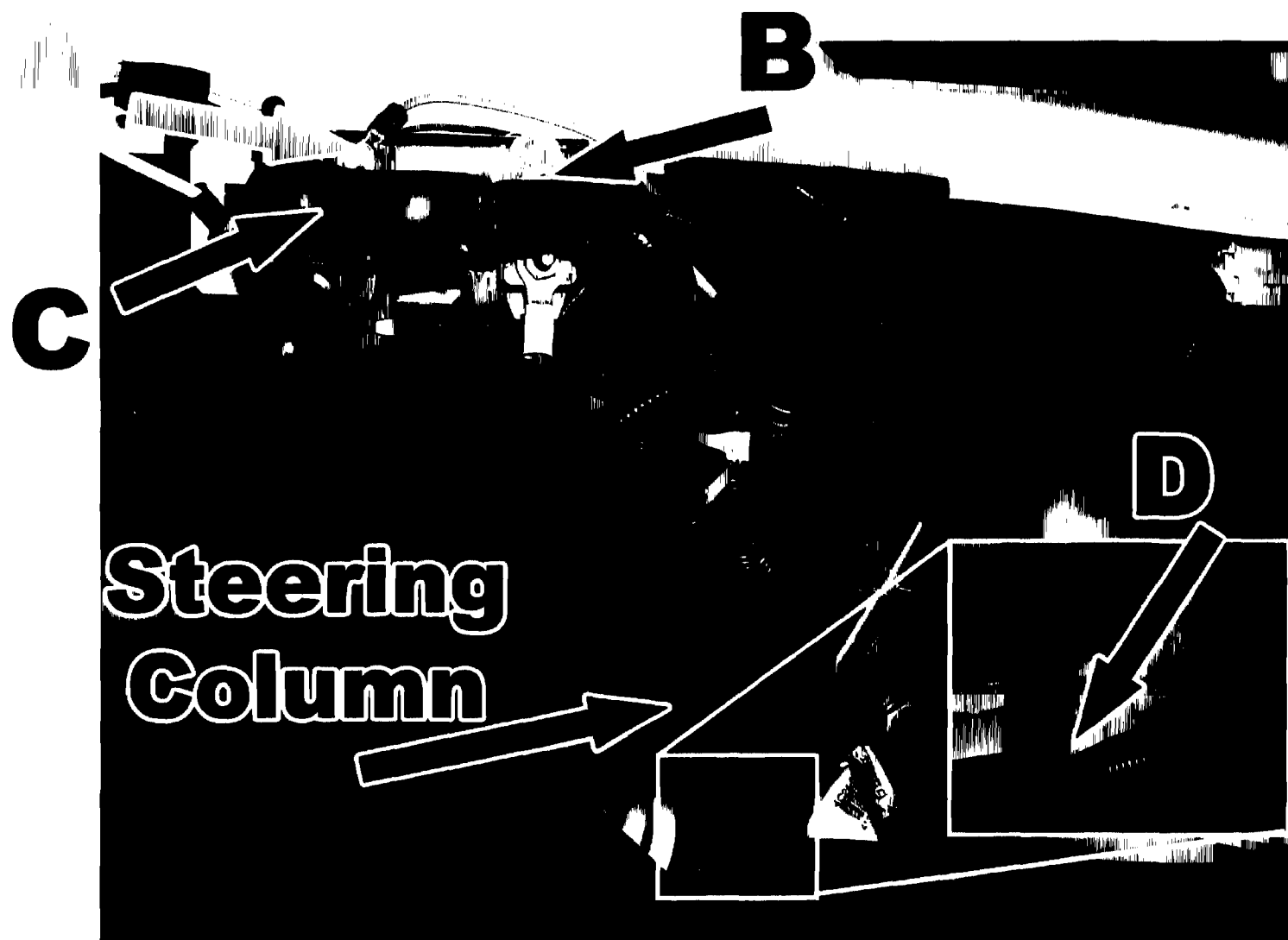


Fig. 1