

06V-095
(2 pages)

March 20, 2006

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

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Dear Sir or Madam:

Pursuant to 49 CFR Part 573, Jayco, Inc. ("Jayco" or the "Company") is submitting this report to NHTSA concerning a recall campaign, which is being voluntarily initiated. Specific information is as follows:

573.5(c)(2)

Affected vehicles are Model Year 2003 - 2005 Jayco motorhomes models, Greyhawk 30GS (MA), 29GS (MB), 25DS (ME), 28RB (MG), 31RB (MH), 31SS (MJ), 26SS (MP), 28GS (MS), 27DS (MV), 24SS (MY), 25DS (VE), Granite Ridge 2900GS (RB), 3100SS (RJ), 3200SL (RK), 2700DS (RV), 3100SS (RZ), Eagle 261P (TP), Escapade 31A (UA), 28G (UG) Starcraft Ambient 31IQS (M1), 24RKS (M2), 25DBS (M3), 26RBS (M4), 27BRS (M5) manufactured on Ford chassis' that were built between November, 2002 and June, 2004.

The recall population was determined from Jayco's manufacturing records from the Company's manufacturing plant in Middlebury, Indiana, which built on the above mentioned chassis.

573.5(c)(3)

A total of **one thousand one hundred seven (1107)** motorhomes are subject to this recall. Specific Vehicle Identification Numbers (VIN) are as follows: **4VZBN23933C043975** through **1FDXE45S64HB00432**.

573.5(c)(4)

Jayco has no estimate regarding the number of motorhomes affected by this condition. The population of affected vehicles is identifiable by referencing the VIN number range for which the vendor sold us the chassis.

573.5(c)(5)

Ford Motor Company notified Jayco of recall 04V-270 on November 2005 that the potential of the Fuel Injection Control Module wire harness may chafe against an engine bolt and the Injection Control Pressure Sensor connector terminals may have an improper crimp height. If these conditions are not addressed the vehicle may stall and may not restart which could lead to crash, injury or death.

573.5(c)(6)

Ford Motor Company notified Jayco of this recall. Jayco is not aware of any injuries related to this issue.

573.5(c)(8)

Ford Motor Company indicated that the remedy for affected chassis' is to inspect the FICM wire harness for chafing and replace if chafing is apparent. The remedy for the ICP sensor is to replace the connector.

Ford Motor Company has supplied you with copies of the repair instructions, dealer and owner notification letters. Jayco's understanding is that Ford started customer and dealer



notifications in July 2005.

Thank you for your assistance,

Sincerely

David C. VanderMolen
Jayco Technical Research Department
Senior Technical Research Liaison