



08V-283
(9 Pages)

June 16, 2008

Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 7th Street, SW
Washington, DC 20590

Enclosed is our PART 573 Defect and Noncompliance Responsibility and Reports document for a recall we are in the process of initiating. Please provide us with a recall identification number via fax at 800-513-0730 so we can distribute with our recall bulletin. All technical questions regarding this recall can be addressed to Antonio Cokovski (Engineering Manager) at 800-932-7077 x 264.

Best Regards,

A handwritten signature in black ink, appearing to read 'Daniel Del Rio'.

Daniel Del Rio
Customer Service Manager
Wheeled Coach Industries
800-932-7077 x 317

Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Responsibility and Reports¹

On June 9, 2008, Wheeled Coach Industries [MFR] decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Responsibility and Reports.

Date this report was prepared: June 16, 2008

Furnish the manufacturer's identification code for this recall (if applicable): NA

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Wheeled Coach Industries 2737 N. Forsyth Road Winter Park, FL 32792

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

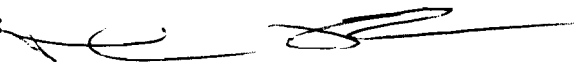
Antonio Cokovski, Director of Engineering

2737 N. Forsyth Road Winter Park, FL 32792

Telephone Number: 800-932-7077 x 264 **Fax No.:** 800-513-2553

Name and Title of Person who prepared this report.

Daniel Del Rio – Customer Service Manager

Signed: 

¹ Each manufacturer must furnish a report, to the Associate Administrator for Enforcement, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Responsibility and Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. George Person at (202) 366-5210, by FAX at (202) 366-7882, or by E-Mail to RMD.ODI@dot.gov.

I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): FORD **Model Years Involved:** 2008 **Model(s):** F-350 Cutaway

Production Dates: **Beginning:** 5/15/07 **Ending:** 5/28/08

VIN Range: **Beginning:** 1FDWF36R08EA19416 **Ending:** 1FDWR36R68EC39384

Vehicle Type: I **Bodystyle:** Ford F Series Chassis with Modular body

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

All 2008 F -350 Series Ford Chassis built between 5/15/07 through 5/28/08 which results in 156 units.

Make(s): FORD **Model Years Involved:** 2008 **Model(s):** F-450 Cutaway

Production Dates: **Beginning:** 5/15/07 **Ending:** 4/25/08

VIN Range: **Beginning:** 1FDXF46R08EC32358 **Ending:** 1FDXF47RX8EC79802

Vehicle Type: III **Bodystyle:** Ford F Series Chassis with Modular body

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

All 2008 F -450 Series Ford Chassis built between 5/15/07 through 4/10/08 which results in 56 units.

Make(s): FORD **Model Years Involved:** 2008 **Model(s):** F-550 Cutaway

Production Dates: **Beginning:** 12/11/07 **Ending:** 12/13/07

VIN Range: **Beginning:** 1FDAF57R08EB87027 **Ending:** 1FDAF57R98EB87026

Vehicle Type: III **Bodystyle:** Ford F Series Chassis with Modular body

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

All 2008 F -450 Series Ford Chassis built between 12/11/07 through 12/13/07 which results in 3 units.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Vehicles equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Vehicles of all Vehicles manufactured during that time period.

The percentage of the production of all the recalled models manufactured by Wheeled Coach between the inclusive dates of manufacture provided above, that the recalled model population represents is: 100%

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

<u>Model</u>	<u>Year</u>	<u>Number of Vehicles Potentially Involved</u>
F-350 Cutaway	2008	156
F-450 Cutaway	2008	56
F-550 Cutaway	2008	3

Total Number Potentially Affected by the Recall: 215

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance:

Percentage of the total number of vehicles estimated to actually contain the defect or noncompliance is: 100%

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

Within the last eight months Wheeled Coach has received (2) warranty claims regarding regeneration mode failure. It has been determined that the connection of our Master Switch yellow 16ga wire to the OEM PTO enable circuit disrupts the regeneration mode when the Master switch is in the ON position. The regeneration mode failure will eventually cause the 6.4L diesel engine to reduce power and enter in to a limp home mode. The basis for the beginning and final dates of manufacture were selected on those units that had been completed and delivered to the end user.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

It has been determined that the connection of our Master Switch yellow 16ga wire to the OEM PTO enable circuit disrupts the regeneration mode when the Master switch is in the ON position. The regeneration mode failure will eventually cause the 6.4L diesel engine to reduce power and enter in to a limp home mode

Describe the cause(s) of the defect or noncompliance condition.

The connection of our Master Switch yellow 16ga wire to the OEM PTO enable circuit disrupts the regeneration mode when the Master switch is in the ON position

Describe the consequence(s) of the defect or noncompliance condition.

The regeneration mode failure will cause the 6.4L diesel engine to reduce power.

Identify any warning which can (a) precede or (b) occur.

A reduction in power

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

NA

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

NA

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

NA

V. Identify the Remedy

8. A description of the manufacturer's program for remedying the defect or noncompliance. This program shall include a plan for reimbursing an owner or purchaser who incurred costs to obtain a remedy for the problem addressed by the recall within a reasonable time in advance of the manufacturer's notification of owners, purchasers and dealers, in accordance with §573.13 of this part. A manufacturer's plan may incorporate by reference a general reimbursement plan it previously submitted to NHTSA, together with information specific to the individual recall. Information required by §573.13 that is not in a general reimbursement plan shall be submitted in the manufacturer's report to NHTSA under this section. If a manufacturer submits one or more general reimbursement plans, the manufacturer shall update each plan every two years, in accordance with §573.13. The manufacturer's remedy program and reimbursement plans will be available for inspection by the public at NHTSA headquarters.

A relay will be sent out to all affected customers with installation instructions.

Customer will need to fill out a warranty claim which will be provided in the letter and we will send them a relay. We will also authorize the customer to take their vehicle to a service center for them to install relay at no cost to the customer. The service center will be authorized up to one hour of labor.

9. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

For units currently with the end user, we have provided instructions on installing the relay. The instructions are as follows:

VI. Identify the Recall Schedule

10. Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

We began contacting customers on 6/12/08 and we have sent out 113 relays to customers. We anticipate sending the remaining 102 kits by the first week of July.

VII. Furnish Recall Communications

11. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) or by E-Mail to RMD.ODI@dot.gov for review prior to mailing.*

Note that these documents are to be submitted separately from those provided in accordance with Part 579.5 requirements.

1. Locate the blunt cut wires for the customer access circuit. These wires are located under the dash on the driver's side near the park brake.
2. Remove the Y108 wire currently connected to the PTO enable circuit.
3. Connect the Y108 to the input of the high idle relay using the blue insulated slide terminal provided.
4. Connect the Y537 wire coming from the output of the high idle relay (relay position 87) to the PTO enable circuit (OEM Yellow/Green blunt cut wire) using the blue barrel provided.
5. Connect the Y560 wire coming from the ground side of the high idle relay coil (relay position 85) to the park brake switch output wire (OEM White/Violet). Solder and tape this connection.
6. Connect the Y119 wire coming from the +12 volt side of the high idle relay coil (relay position 86) to the Y119 wire currently connected to the OEM Purple blunt cut wire. Solder and tape this connection.
7. Mount the relay by first removing the street side mounting screw for the OBD II connector. Slide the relay mounting bracket between OBD II connector mounting bracket and the dash support bracket. Replace the OBD II connector mounting screw.
8. Secure all connections and tie strap wires away from any moving components.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

NA

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

The recall condition was corrected in production on June 11, 2008. The production remedy was identical to the recall remedy in the field.

**WHEELED
COACH**

**INSTALLATION WORK INSTRUCTION
FOR MODIFICATION OF FORD
F-SERIES HIGH IDLE CIRCUIT
2008 6.4 LITER ONLY**

Work instruction : W - 168
Status : In Use
Revision Date : 06.16.2008
Written by : Elec. Eng. Disg.
Approved by : MR Committee
Page : 1 of 1

This revision: New Release for FIELD SERVICE ONLY

1. PURPOSE

The purpose of this work instruction is to establish a consistent method of installation for the high idle circuit park brake interlock relay. This relay is necessary to allow the vehicle to go into regeneration while it is being driven with the master switch on.

2. DEFINITIONS AND ABBREVIATIONS

Y*** = This notation indicates a yellow 16 gauge wire which is part of the wheeled coach electrical system. These yellow wires will have a number *** stamped on it along with a description of circuits functionality.

3. RESPONSIBILITY AND APPLICABILITY

The technical service supervisor is responsible to make sure these work instructions are followed and the relay is installed and wired according to drawing number E280127.

4. WORK INSTRUCTION

1. Locate the blunt cut wires for customer access circuits. These wires are located under the dash on the driver's side near the park brake. See Figure 1
2. Remove the Y108 wire currently connected to the PTO enable circuit (OEM Yellow/Green blunt cut wire).
3. Connect the Y108 to the input of the high idle relay (relay position 30) using the blue insulated slide terminal provided.
4. Connect the Y537 wire coming from the output of the high idle relay (relay position 87) to the PTO enable circuit (OEM Yellow/Green blunt cut wire) using the blue barrel provided.
5. Connect the Y560 wire coming from the ground side of the high idle relay coil (relay position 85) to the park brake switch output wire (OEM White/Violet). Solder and tape this connection.
6. Connect the Y119 wire coming from the +12 volt side of the high idle relay coil (relay position 86) to the Y119 wire currently connected to the OEM Purple blunt cut wire. Solder and tape this connection.
7. Mount the relay by first removing the street side mounting screw for the OBD II connector. Slide the relay mounting bracket between OBD II connector mounting bracket and the dash support bracket as shown in Figure 2. Replace the OBD II connector mounting screw.
8. Secure all connections and tie strap wires away from any moving components.

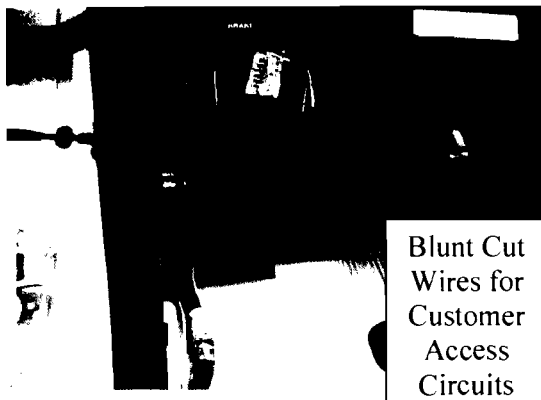


Figure 1

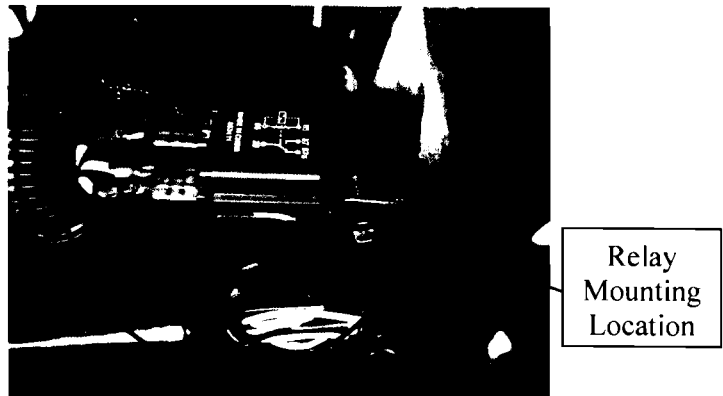


Figure 2