

R00EE

September 06, 2000

Dear Blue Bird Owner:

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

Blue Bird Body Company has determined that a defect which relates to motor vehicle safety exists in certain 1998-2000 year model Blue Bird All American and TC/2000 school and transit buses and Q Bus and Commercial Series transit buses equipped with **Bendix ABS air brakes**. Blue Bird is conducting a recall to correct this defect.

The defect involves the Bendix model ECU-17-1030R electronic control unit. Bendix has made Blue Bird aware of reported incidents of unwanted, temporary, ABS activation on units equipped with this model. The unwanted activation on units equipped with this ECU will occur, **ONLY** if, there has been damage to the sensor wire, sensor or tone ring. Blue Bird has received one report of a pulsing brake, which resulted from a chafed sensor wire. No incidents of brake failure have been reported.

Blue Bird Body Company's evaluation of the risk to motor vehicle safety reasonably related to this defect is unwanted, temporary, ABS activation in the event damage has occurred to the sensor wire, sensor or tone ring resulting in unexpected extended stopping distance of the vehicle.

Bendix advises replacement electronic control units will be available in mid October with sufficient quantities for all buses by the end of November. **In the interim, the wheel sensor wiring, wheel sensors and tone rings should be inspected for damage. Damaged parts should be replace prior to returning the bus to service.**

Your Blue Bird bus (es) affected by recall R00EE are identified by body serial number(s) on the enclosed reply sheets. If you no longer own the subject bus (es), please complete the appropriate section of the yellow reply sheet and return to Blue Bird in the enclosed pink postage prepaid envelope.

You may perform this modification yourself or have the work done by a qualified repair facility convenient to you. You may contact your Blue Bird distributor for assistance.

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To receive replacement electronic control units, verify that the address shown at the top of the yellow reply sheet is a valid UPS shipping address and return to Blue Bird in the pink self-addressed postage paid envelope. Bendix advises replacement electronic control units will be available in mid October with sufficient quantities for all buses by the end of November. Replacement electronic control units will be shipped "No Charge" via UPS or common carrier.

Upon completion of the recall the owner should complete and return the pink reply sheet in the postage prepaid envelope provided. The owner may request reimbursement of labor costs by completing the appropriate section of the pink reply sheet. If repair is performed by other than the owner or a Blue Bird distributor, attach a copy of the paid work order/invoice to the reply sheet. Time required to inspect the wheel sensors, wheel sensor wiring and tone rings is 2.5 hrs per bus. Time required to remove the defective ECU-17-1030R electronic control unit and replace it with the new ECU-17-2.30 electronic control unit is 0.4 hours per bus.

Important: Your prompt return of the pink reimbursement sheet, complete with the correct Body Serial Numbers, permits Blue Bird to update the record indicating recall has been completed and prevents the mailing of a second notice. This is much appreciated. We regret any inconvenience this may have caused.

If Blue Bird Body Company should fail to or is unable to remedy this condition without charge to you, you may contact:

**ADMINISTRATOR
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590**

or you may call The National Highway Traffic Safety Administration toll free at:

1-800-424-9393

Washington D.C. residents may call: 202-366-0123.

Questions regarding this recall campaign should be directed to me at (912) 822-2242.

Thank you,

Bill Coleman
Recall Administrator

RECALL R00EE
INSTRUCTIONS FOR REPLACING
BENDIX ABS ELECTRONIC CONTROL UNIT

1. Park buses on a level surface, apply parking brakes, turn engine off and remove ignition key.
2. Chock wheels.
3. Locate rear brake valve assembly in front of rear axle. The Bendix Antilock Electronic Control Unit (EC-17) is mounted on this assembly.
4. Remove as much contamination as possible from the assembly's exterior. Keep the contamination away from open electrical connections.
5. Disconnect the two electrical connectors from the EC -17 1030R.
6. Note the mounting position of the EC-17 1030R on the mounting bracket. Remove the EC-17 1030R by removing four (4) existing ¼" lock nuts and bolts.
7. Mount the new EC17 - 2.30 ECU (BB # 0029673) in the same position as the previous EC-17 1030R. Attach the new EC17 -2.30 to the mounting bracket with four (4) new ¼-20 X 1 ¾, grade 5 bolts (BB# 1672153) and four (4) new ¼ -20 lock nuts (BB# 1339639). Tighten to 60-70 inch pounds.
8. Check new EC17-2.30 for dielectric grease. If the connector has none, add dielectric grease to connectors. Purchase locally if needed.
9. Reconnect the two electrical connectors to the EC17- 2.30 and torque to the electrical connector retaining bolts to 15-20 inch pounds.
10. Turn the ignition on, and then hold a magnet on the RESET position of the EC17- 2.30 diagnostic display until the LED's begin to flash in sequence and then remove the magnet. Approximate reset time is 20 seconds.
NOTE: If the magnet is not removed during the LED flashing, a second self-configuration may be initiated.
11. After the configuration process is complete the EC17 -2.30 automatically will perform a self-test. LED's will display the new configuration.
A. SEN + FRT (FRONT) + RER (REAR) = A Four Sensor system.
12. INITIAL START UP PROCEDURE: Turn the ignition on and observe the dash antilock lamp. The lamp will be on during the system self test (Chuff Test described below). After the self-test, the lamp blinks twice and then will remain off, provided no faults are detected. The only light that should be on is the green voltage lamp located on the ECU. If the dash lamp remains on the system has located a fault. Inspect the red LED's located on the ECU and follow the trouble shooting information in Bendix SERVICE DATA BOOK SD-13-4788 for EC-17 ANTILOCK -TRACTION CONTROLLER. Troubleshooting guide is available online at www.bendix.com/bendix-busOEM.shtml.
CHUFF TEST: Upon initial power-up, the system will perform a short diagnostic activation of all modulators. With a light application of the brake pedal, the operator can monitor the activation of the solenoids by short blast of air coming from the modulators. The pattern of activation is Right Front, Left Front, Right Rear, and Left Rear. The pattern is performed twice at each power-up.
13. After the ECU has been replaced and is operating correctly, remove wheel chock.

