



UD TRUCKS

March 28, 2011

Ms. Anamari Alonso
United States Department of Transportation
National Highway Traffic Safety Administration
ODI/Recall Management Division - NVS-215
Room W48-305
1200 New Jersey Avenue S.E.
Washington, DC 20590

Re: UD Trucks North America

Dear Ms. Alonso:

Enclosed is UD Trucks North America defect information report pursuant to 49 C.F.R. Part 573.6.

This information report is for a Foreign Recall on similar or substantially similar to US models. The US models will not be involved in this recall as this recall pertains to vehicles equipped with the J07 5-cylinder engine only. Substantially similar US models are equipped with the J08 6-cylinder engine and are not affected by this recall.

This recall is related to the prior foreign recall 09F-055 issued July 14, 2009.

Please contact me if you have any questions.

Sincerely,

Les Wells
Senior Manager Service Operations

UD Trucks North America

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Medium Duty Trucks RE-Remedial Actions on Melting Air Nylon Tube for Brake in Japan market.

[Summary]

UD Trucks notified to Japan Ministry of Land,Infrastructure,Transport and Tourism and took remedial actions on melting air nylon tube for brake on medium duty trucks, MK and LK series with J07 ENG(5 cylinders).
The defect reoccurred 5 cases after previous recall in Japan, which was non-applicable on USA models.

1. Defect Description

- 1 A recall was notified on 9th July 2009 , which was non-applicable on USA models, and started the service operation in Japan.
- 2 On 10th September, 2009, dealers informed the same defect recurrence on the vehicles after the service operation. (total 5 cases)
- 3 All of the vehicles are MK, LK bed less type with J07ETA engine (low horsepower engines) and changed the engine revolution (from 800 to 920rpm) at the regeneration to shorten the time of DPF manual regeneration.
- 4 The phenomena are: air leaking from the nylon tube during DPF manual regeneration and warning buzzer for air pressure turning on, then the air tank for front and rear brake is not filled up.

2. Decision of Remedial Action

In case the nylon tube melts and air leaks for brake, the brake force is reduced and this does not meet the Japan safety Regulation. Therefore it has been decided to take actions in the field.

3. Root Cause

Reproducing tests were implemented based on test conditions provided by Hino, and the market defective mode could not be reproduced, however the previous recall actions were implemented based on it. Details are;

- 1 Fuel injected for the regeneration is burnt in the exhaust pipe at upstream was not known, and exhaust temp from the turbo exceeds the worst temp.
- 2 In the data set for the manual regeneration provided from engine R&D department for tests misses limit change of fuel injection amount [37mm3→43mm3].
- 3 Specifications of an added heat protection and the area to place it are not proper.

4. Solutions

1 Solutions

Based on a result of re-evaluation for heart-damage on all types of Medium duty trucks, not only bed less cabin but standard cabin types are now being its target.

Countermeasure items	MK/LK (J07E-TA equipped) , the vehicles increased the engine revolution (800 to 920rpm)	
	Bedless Cabin	Standard Cabin
1)Change to a double nylon tube with insulation [chassis side]	○	○
2) Add insulation on TM shift wire and parking wire [chassis side]	○	○
3) Add an nonelectrolytic Ni plating on EXH/B shatter [ENG side]	○	—

2 Effectiveness

chart 2 Surface temperature °C

Parts	Vehicle type	Limit temp	Before the countermeasure	After the countermeasure
Nylon tube	Bedless Cabin	100	184	94
	Standard Cabin		143	lower than 94
T/M shift Wire and Parking brake	Bedless Cabin	140	178	122
	Standard Cabin		165	109

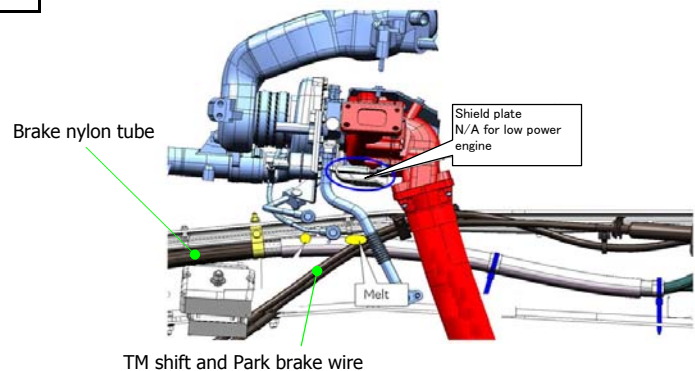


Fig1. Nylon tube layout

5. Target Vehicles & No. of Vehicles

MK-B/LK-B vehicles with J07ETA with ENG rev increased to 920rpm
(Produced from 17th May 2004 to 2nd Oct, 2006)

3,919 units

Bed less Cabin	1,938
Standard Cabin	1,981
total	3,919

6. Object in the USA market

No vehicle with J07 ENG is supplied and no trouble information has been reported in the USA market.
No remedial action is required in the USA market.

7. Schedule in Japan market

Notification to Japan Ministry of Land,Infrastructure,Transport and Tourism is on 24th March 2011.
