



SPARTAN CHASSIS, INC.

NHTSA # 04V-435

RSB05-240-001

February, 2005

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RECALL SERVICE BULLETIN

SUBJECT: Engine Idle Speed

APPLIES TO: Spartan Chassis MM and K2 Chassis Models with a Vehicle Date of Manufacture (VDM) of 04-28-2004 through 08-16-2004, Equipped with a Caterpillar Engine and a Teleflex Morse Suspended Adjustable Pedal System.

CONDITION: Engine may be restricted from returning to a normal idle speed.

CAUSE: Sensor Shaft on the ATP (Adjustable Throttle Pedal) May Stick.

CORRECTION: Replace the ATP assembly.

PART / SERVICE INFORMATION:

Labor Time: 1.0 Hr.

<u>QTY.</u>	<u>Part Number</u>	<u>Description</u>
1	S-1659-001	Kit- Teleflex Morse ATP

Kit #S-1659-001 Contains:

<u>QTY.</u>	<u>Part Number</u>	<u>Description</u>
1	0509-HH4-001	Pedal- Adj/Susp Cat Eng
1	RSB05-240-001	Document Instructions
1	N/A	ARS Label

**PLEASE READ THE ENTIRE BULLETIN BEFORE
PROCEEDING WITH ANY WORK.**

Technical Service Bulletins are intended for use by Professional Technicians only. They are written to guide Professional Technicians in performing service to vehicles of product specific nature in conjunction with industry standards. Professional Technicians are appropriately trained on industry standards and have the tools and equipment to perform procedures safely and properly.



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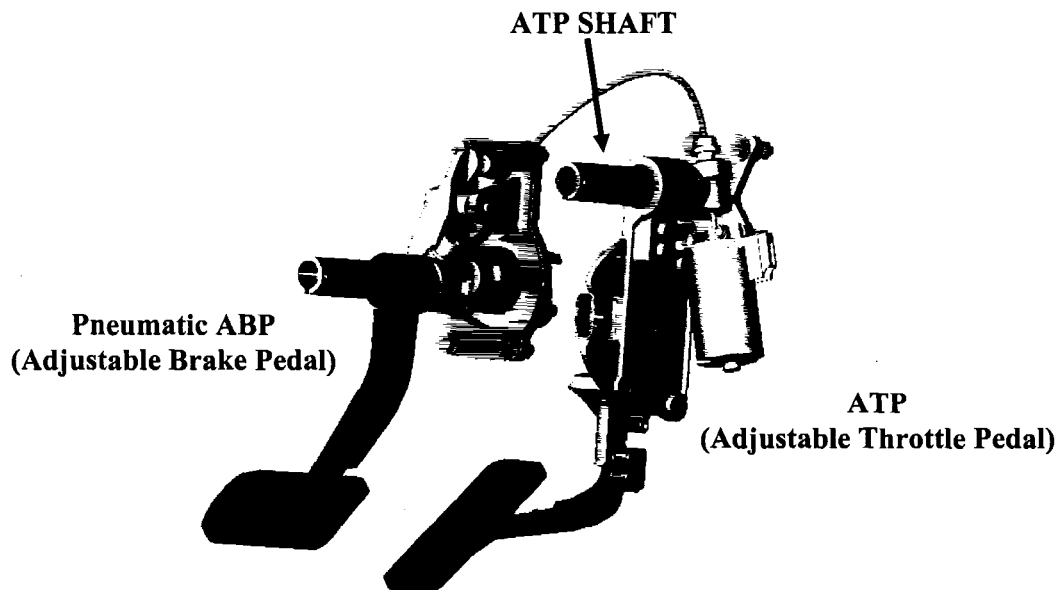
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STEP-BY-STEP INSTRUCTIONS:

1. Observe all industry safety standards and secure vehicle to allow for replacement of the ATP.

PEDAL ALIGNMENT - The existing ATP must be aligned to the same position on the shaft as the new ATP.



ADJUSTABLE PEDAL SYSTEM SHOWN

FIG. 2-1

2. Refer to FIG. 2-1. Using the driver's pedal adjustment controls, align the ATP in the vehicle to the same position on the shaft as the replacement ATP.
3. Refer to the Teleflex Morse document, page 2 (installation for the ATP) and remove existing ATP from vehicle. Retain for return to Spartan Chassis.
4. Install ATP and test functionality of new pedal.
5. Return ATP to Spartan Chassis per ARS instructions.

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Manufactured by
TeleflexMorse, Inc. USA
640 North Lewis Road
Limerick, PA 19468(USA)
(610) 495-7011

Adjustable Pedal System

Adjustable Throttle Pedal Part Number: 67075-xxx, 67076-xxx & 67090-xxx

Adjustable Brake Pedal Part Number: 67025-xxx & 67050-xxx

The TeleflexMorse APS (adjustable pedal system) consists of an ATP (adjustable throttle pedal) and an ABP (adjustable brake pedal). The adjustable throttle contains an ETC (electronic throttle control) which interfaces with the engine control module which, in turn, controls the speed of the engine. The adjustable brake pedal is designed to interface with either a hydraulic brake valve using standard SAE pins or a pneumatic brake valve via a TeleflexMorse valve adapter kit (PN 6700416).



BEFORE STARTING INSTALLATION, READ THESE INSTRUCTIONS THOROUGHLY. FAILURE TO FOLLOW THESE INSTRUCTIONS OR INCORRECT ASSEMBLY CAN RESULT IN LOSS OF CONTROL AND CAUSE PROPERTY DAMAGE OR INJURY.

THE APS SHOULD BE MOUNTED SO THAT NO WIRES OR OTHER OBJECTS INTERFERE WITH THE APS TRAVEL.

KEEP ALL DEBRIS OR OTHER OBJECTS AWAY FROM PEDAL SO AS NOT TO IMPEDE APS TRAVEL.

THE APS IS NOT DESIGNED FOR DIRECT EXPOSURE TO THE ELEMENTS.

Operation

Depressing the ATP increases engine RPM. Depressing the ABP operates the braking system of the vehicle. The location of the brake and throttle pedal pads can be adjusted towards and away from the driver by activating a remotely mounted switch.

NOTE:

Before attaching drive cable, the position of the brake pedal must match the position of the adjustable accelerator pedal (either fully extended or fully retracted).

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Installation – ATP

1. Mount the assembly to the firewall using (3) 5/16" fasteners [see Figure 1 or 2].
2. Remove the protective cap and attach drive cable.
3. Connect the (2) pin, motor connector to the vehicle wiring harness [see Figure 3 (PNs 67075-xxx) or Figure 4 (PNs 67076-xxx & PNs 67090-xxx)].
4. Connect the ETC (Electronic Throttle Control) connector from the vehicle wiring harness [see Figures 5, 6 and 7].
5. Ensure ETC wiring is free to move with the adjustment of the assembly. Restrain any objects that may interfere with the operation of the ATP.

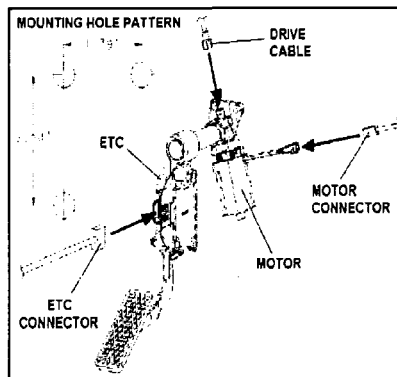


Figure 1

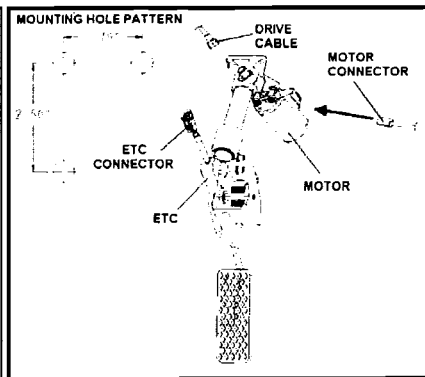


Figure 2

Wiring Harness Information

ATPs with PN 67075-xxx

Mating Drive Motor Connector:

Packard 150 Metri-Pack, 2 Terminal Female

PN 12052832: Female Connector Unsealed

PN 12047767: Female Terminal Unsealed (2 req.)

PN 12047664: Terminal Position Assurance

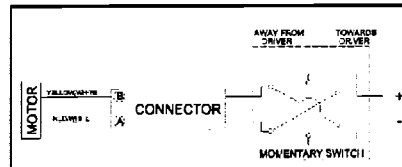


Figure 3

ATPs with PN 67076-xxx & 67090-xxx

Mating Drive Motor Connector:

Yazaki 2 Terminal

PN 7283-5530-40: Housing

PN 7116-4101-02: Terminal (2 req.)

PN 7158-4150: Lock

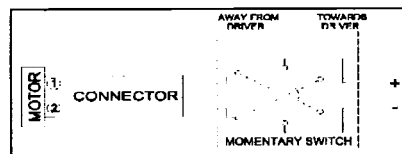


Figure 4

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Wiring Harness Information

Mating ETC Connector

Cummins and Detroit Diesel Engines:

Packard GT Series 150 Connector
Type 10 F PN 15326842

* PPS = Pedal Position Signal

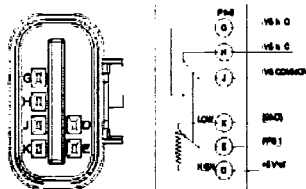


Figure 5: Connector view of ETC housing. Circuit drawn at Idle position.

Standard Pin Configuration (IVS Common GND):

- D - PPS 1 +5 Vref
- E - PPS 1 Out
- G - IVS On-Idle Signal (N. O. at Idle) (+5V)
- H - IVS Off-Idle Signal (N. C. at Idle) (+5V)
- J - IVS Common (GND)
- K - PPS 1 (GND)

Alternate Pin Configuration (IVS Common +5V):

- D - PPS 1 +5 Vref
- E - PPS 1 Out
- G - IVS Off-Idle Signal (N. O. at Idle)
- H - IVS On-Idle Signal (N. C. at Idle)
- J - IVS Common (+5V)
- K - PPS 1 (GND)

Mating ETC Connector

GM 8.1L Engine:

Packard GT Series 150 Connector
Type 10 F PN 15326842

* PPS = Pedal Position Signal

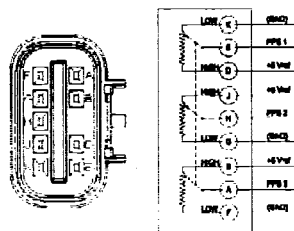


Figure 6: Connector view of ETC housing. Circuit drawn at Idle position.

Pin Configuration

- A - PPS 3 Out
- B - PPS 3 +5Vref
- D - PPS 1 +5Vref
- E - PPS 1 Out
- F - PPS 3 (GND)
- G - PPS 2 (GND)
- H - PPS 2 Out
- J - PPS 2 +5Vref
- K - PPS 1 (GND)

Mating ETC Connector

Caterpillar Engine:

Deutsch Mating Connector
DT 06-3S Plug (1) required
W3 S Secondary Lock (1) required
0462-201-16141 Contact Socket
16 to 18 AWG (3) required

Pin Configuration

- A - RED (+B)
- B - BLACK (GND)
- C - WHITE (SIG)



Figure 7: Connector view of ETC housing. Circuit drawn at Idle position.

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Installation – Pneumatic ABP

1. Grease the pivot pin.
2. Place the ABP into the yoke of the brake valve adapter plate and insert the pivot pin (Fig. 8)
3. Insert the cotter pin into the hole in the pivot pin and bend per (Figure 9) to ensure the cotter pin cannot fall out and pivot pin cannot rotate.
(Note: The pivot pin and cotter pin are part of the adapter plate kit PN 6700416)
4. Remove the protective cap, and attach the drive cable from the motor/adjustable throttle pedal system.
5. Restrain any objects that may interfere with the operation of the ABP.

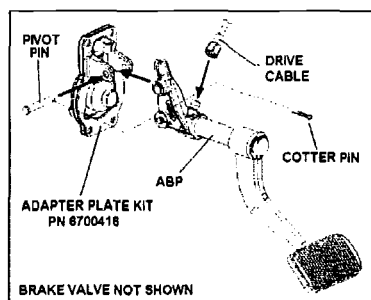


Figure 8

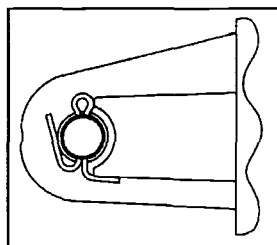


Figure 9

Installation – Hydraulic ABP

1. Place the ABP between the arms of the support structure in the vehicle and insert and secure the pivot pin (not included, see Note below).
2. Align the hole in the clevis arm with either the upper hole in the ABP system for vertical or under floor brake cylinder configurations or the lower hole in the ABP for horizontal brake cylinder configurations.
3. Insert the clevis pin (not supplied) through holes in the clevis arm and APB (see note below).
4. Insert the cotter pin into the hole in the clevis pin and bend it to ensure the cotter pin cannot fall out.
5. Remove the protective cap, and attach the drive cable from the motor/adjustable throttle pedal system.
6. Restrain any objects that may interfere with the operation of the ABP.

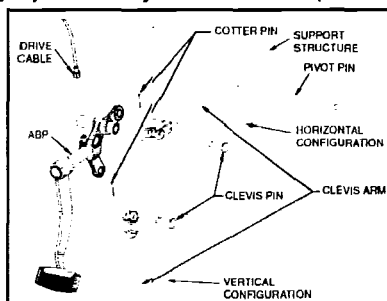


Figure 10

NOTE: For proper operation, the pivot pin diameter and clevis pin must meet the dimensional tolerances specified for 5/8" nominal hardware in the SAE J495 standard.

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