

# Recall Campaign

April 2006  
FL453A-F  
NHTSA #05V-284

## Copy of Letter to Owner Subject: Holland AD Series Transverse Beam End Castings

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

Freightliner LLC, on behalf of its Freightliner Trucks Division and American LaFrance, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Argosy, Business Class M2, Century S/T, Classic, Columbia, Condor, FLD vehicles; Western Star 4900 and 6900 vehicles; and American LaFrance Eagle and Metropolitan vehicles manufactured between January 6, 2004, and February 1, 2005, with certain Holland AD Series rear suspensions.

The transverse beam end castings on certain Holland AD rear suspensions may not have been manufactured to the correct material specification and could fracture under normal loads. Should this happen, the transverse beam could drop low enough to contact the road surface, generating sparks that could cause a fire or pieces of the end casting could create a hazard for people or other vehicles on the road.

The transverse beam assemblies containing the defective end castings will be replaced.

Repair kits are now available for authorized dealers to order. Contact your authorized dealer to arrange to have your vehicle(s) modified and to assure that parts are available at the dealer. To locate a dealer, search online at [www.FreightlinerTrucks.com](http://www.FreightlinerTrucks.com), [WesternStarTrucks.com](http://WesternStarTrucks.com), or contact the Warranty Campaigns Department for assistance.

When you contact your dealer, refer to campaign number **FL453A-F**. Once kit(s) are received at the dealership, the modification will take between approximately three hours and a full day, depending on the work needed, and will be performed at no charge to you.

**IMPORTANT:** When the recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL453A-F**.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Campaigns Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, please make sure this notification is immediately forwarded to the lessee.

If you are not able to have the defect remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, e-mail address [WarrantyCampaigns@freightliner.com](mailto:WarrantyCampaigns@freightliner.com), or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 7th Street S.W., Washington, D.C. 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may wish to notify Transport Canada, ASFAD, Place de Ville Tower C, 330 Sparks Street, Ottawa, ON K1A 0N5, or phone (800) 333-0510.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

## Work Instructions

### Subject: Holland AD Series Transverse Beam End Castings

**Models Affected: Specific Freightliner Argosy, Business Class M2, Century S/T, Classic, Columbia, Condor, FLD vehicles; Western Star 4900 and 6900 vehicles; and American LaFrance Eagle and Metropolitan vehicles manufactured between January 6, 2004, and February 1, 2005, with certain Holland AD Series rear suspensions.**

**IMPORTANT:** Removed transverse beams must be destroyed and disposed so that they cannot be used on another vehicle. Take digital photos of all destroyed beams and keep them on file. Be prepared to provide them upon request.

**IMPORTANT:** This is a small recall with many vehicles outside the U.S. and Canada. Please do not over-order kits.

Vehicles in this recall may need 1, 2, or 3 kits. The number of kits needed for vehicles in each of the condition codes is as follows:

- FL453A - 52 vehicles - use 2 kits per vehicle (25-FL453-000)
- FL453B - 5 vehicles - use 1 kit per vehicle (25-FL453-000)
- FL453C - 1 vehicle - use 3 kits per vehicle (25-FL453-000)
- FL453D - 55 vehicles - use 2 kits per vehicle (25-FL453-001)
- FL453E - 22 vehicles - use 1 kit per vehicle (25-FL453-001)
- FL453F - 21 vehicles - use 3 kits per vehicle (25-FL453-001)

### Transverse Beam Replacement Procedure

1. Check the base label (Form WAR259) for a completion sticker for FL453 (Form WAR260) indicating this work has been done. The base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. If a completion sticker is present, no further work is needed. If there is no completion sticker, go to the next step.
2. Park the vehicle on a level surface. Shut down the engine, set the parking brake, and chock the tires.

### **WARNING**

**Always use jack stands of sufficient strength. Failure to do so may cause the vehicle to fall, resulting in personal injury and/or vehicle damage.**

NOTE: The height control valves can be used to raise the vehicle.

3. Raise the vehicle frame two inches above its standard ride height and support it with adequate jack stands.
4. Exhaust the air from the air springs and air system using the manual dump valve (if the vehicle is so equipped) or by using the height control valve(s). To exhaust the air using the height control valves, disconnect the valve linkage at the lower connection and rotate the valve control arms down to the air exhaust position.
5. If not already done, disconnect the height control valve(s) linkage at the transverse beam connection.
6. *Remove the nuts and washers located under the lower air spring mounting plates and remove the air springs from the lower air spring mounting plates. See Fig. 1. Save the fasteners.*

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7. Clean the transverse beam fasteners and the equalizer beam pin shafts prior to disassembly to help protect the threads. **Give special attention to the space between the lower flat surface of the pin shaft and the heavy hexnut threads.** A piece of wire can be used to help loosen trapped dirt and debris. See Fig. 2.

NOTE: Do not use an impact wrench to remove or install the heavy hexnuts.

8. Bend the locking tab out of the way, then remove the heavy hexnut from the end of each equalizing beam. See Fig. 1. Then remove and discard the tab washers, and the locking spacer assemblies.

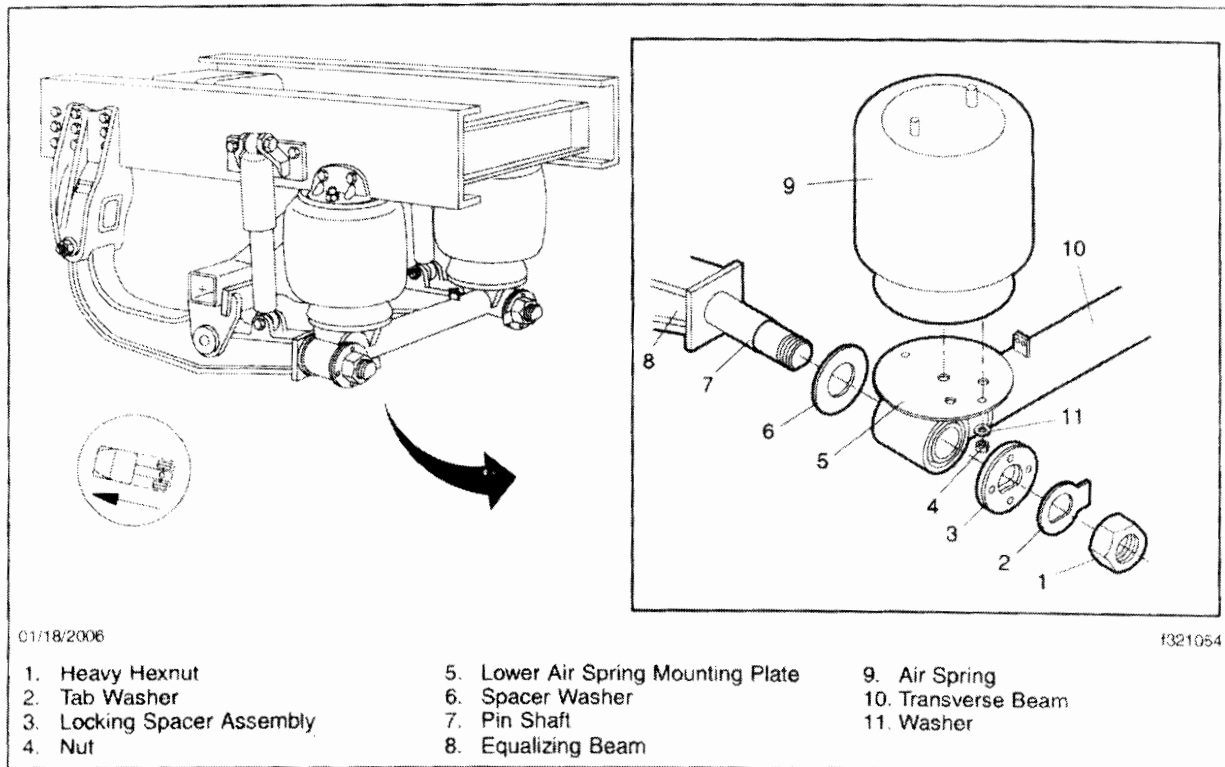
NOTE: Be sure to note the orientation of the linkage tabs welded to the top of the transverse beam. See Fig. 3. You will need to orient the replacement transverse beam so that the tabs are in the same positions as the original.

9. Remove the transverse beam from the pin shafts.

10. If the transverse beam bushings remain on the pin shaft, use a screwdriver or small chisel to separate the metal bushing core. This bushing is a split design to facilitate removal.

11. Remove the large spacer washers located behind the transverse beam ends. Save the spacer washers for installation.

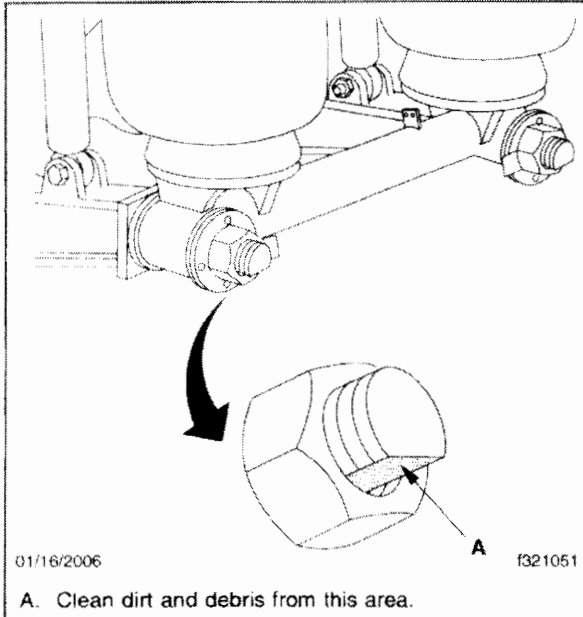
NOTE: The pin shafts and their threads are Dacromet-coated during manufacturing. Dacromet is a hard, silver-colored coating that protects the pin shafts from rust. Most of the pin shafts are also painted. This paint serves no purpose and is only there due to the paint dip process. Paint that is scratched, chipped, or removed is of no concern since the underlying Dacromet coating is the primary protection for the pin shaft.



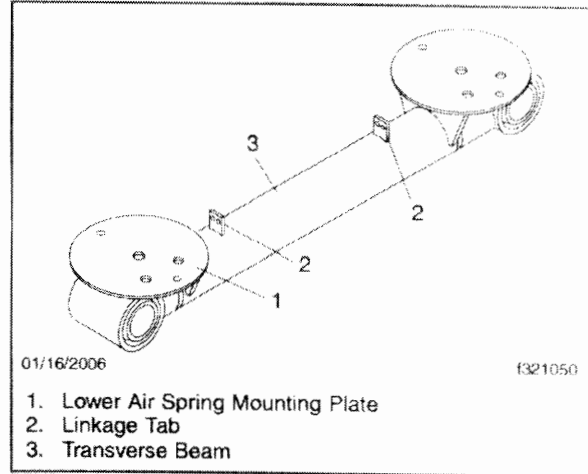
**Fig. 1, Holland Neway Ad Series Suspension Assembly**

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**Fig. 2, Pin Shaft (detail)**



**Fig. 3, Note Tab Orientation Before Removal**

12. Clean the exposed pin shafts; remove any rust left behind from the metal bushing cores and any other dirt and debris.

13. Install the spacer washers on the pin shafts.

NOTE: The replacement transverse beam already has new bushings pressed into the ends.

14. Verify the orientation of the linkage tabs and install the replacement transverse beam over the pin shafts. See **Fig. 1**.

15. Make sure that the pin shaft threads are clean, then install a new locking spacer assembly, tab washer, and hexnut on each pin shaft.

**IMPORTANT:** Do not use an air impact wrench for applying final torque to the connection. Use a torque wrench of the appropriate capacity.

16. Tighten the heavy hexnuts to 550 lbf ft (745 N·m).

17. Bend the tab portion of each tab washer over the hexnut.

18. Attach the air springs to the lower air spring mounting plate using the washer and nut removed earlier. Tighten the nut to 30 lbf ft (40 N·m). If the air spring has more than one mounting stud protruding through the mounting plate, install the washer and nut on the rearmost stud only.

19. If applicable, connect the height control valve linkages to the tabs on the transverse beam.

20. Remove the jackstands.

21. Start the engine and allow the air system to build to normal operating pressure, then check for proper ride height.

NOTE: Realignment of the axle is not required after replacing the transverse beam.

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22. Clean a spot on the base label (Form WAR259). The base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. Attach a completion sticker (Form WAR260) for Recall FL453 to the base label.
23. Remove the chocks from the tires.

NOTE: When required, the new T-beams may be painted to match the chassis. (Most beams don't need to be color matched.) The painting allowance is \$65.00 U.S./\$75.00 CAN. See the "Claims for Credit" section of this bulletin for instructions.