

# Federal Recall Information

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08KW3

## Supplier

Bendix

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## Description

Recall 08KW3 - Bendix MV-3 Park Brake Control Valve

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## Release Date

04/8/08

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## Introduction

Kenworth Truck Company has decided that a defect which relates to motor vehicle safety exists in certain C500, T2000, T660, T800 and W900 models manufactured January 16, 2008 through February 14, 2008. A total of 1048 U.S. and 312 Canadian trucks are involved in this campaign. The [chassis list](#) and a copy of the [customer letter](#) are attached. The DWC and SIR online systems indicate chassis involved in this recall with the designator of "08KW3".

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## Situation

Bendix Commercial Vehicle Systems LLC notified Kenworth Truck Company of an issue with the MV-3 dash mounted park brake control valve. The control valve body was not manufactured to specifications and may allow the double check valve to become lodged in the valve body. If the valve becomes lodged and the primary air reservoir fails, the secondary air reservoir will deplete. This condition will result in reduced ability to modulate the emergency brakes. In such an event, the operator should observe an air leak, indications of low air pressure via the primary and secondary air gauges, and audible and visual low air pressure warning alarms. A vehicle crash is possible if these warnings are not heeded.

MV-3 valves with a valve body mold date code within the range of 12/19/2007 through 1/21/2008 are affected by this recall. See attached "[MV-3 Mold Date Code ID](#)" for details on identifying the valve body's mold date code.

## Resolution

Kenworth Truck Company is issuing this recall to inspect, and replace if in the affected date code range, the Bendix MV-3 dash park control valve.

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**It is a violation of Federal law for a dealer to sell or lease new vehicles covered by this recall until the defect or noncompliance has been corrected.**

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## Warranty

The DWC system will indicate chassis involved in this recall with the designator of "08KW3" in the campaign field.

Enter a Quick Claim according to the following schedule:

|       |                                                                     |
|-------|---------------------------------------------------------------------|
| 08K3A | Inspect dash valve; Valve not in mold date code; No further action. |
| 08K3B | Inspect dash valve; Valve in affected date code range; R&R valve    |

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## Parts

Replacement MV-3 valves are available from PACCAR Parts under part number 800260BXW.

**Parts return is required. See details below in Procedure section.**

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## Labor

Kenworth will cover labor according to the schedule below.

|        |                                        |
|--------|----------------------------------------|
| 0.3 hr | Inspect for date code only             |
| 0.5 hr | Inspect & replace valve (SRT 0013-163) |

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## Procedure

Inspect valve body for mold date code range, per attached "[MV-3 Mold Date Code ID](#)" inspection procedure. If not in date code range of 12/19/2007 through 1/21/2008, no further action is required.

If valve body is in date code range, replace valve per attached "[MV-3 Installation Instructions](#)".

**Any take-off parts must be returned to Bendix at the ship-to locations indicated above (claims will be processed as soon as parts are shipped).** Quick Claim 08K3B will produce a packing slip with the following ship-to addresses:

**US**

BENDIX CVS, LLC  
POST SALES CENTER,  
1155 E. FRANKLIN ST  
HUNTINGTON, IN ZIP: 46750  
UPS COLLECT 437491 RMA# MV-3 9000

**Canada**

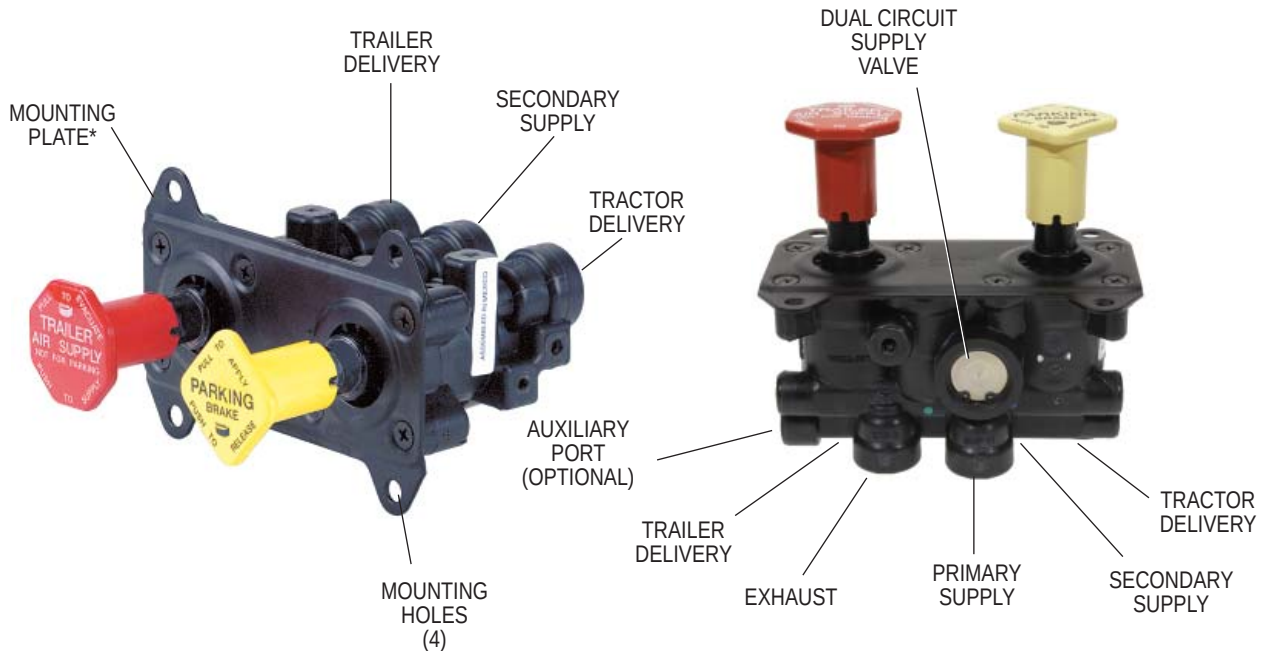
BENDIX CVS, LLC  
COLLECT VIA PUROLATO  
8851 CRESCENT 4  
ANJOU, QUEBEC CANADA ZIP: H1J 1A9  
NO INS-COLL#6474777;RMA MV-3 9000

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**Contact**

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**Attachment**



\*Mounting plate styles may vary by part number.

Figure 1 - BENDIX® MV-3® DASH CONTROL VALVE

## GENERAL

This instruction sheet is intended to provide the necessary information to replace the Bendix® MV-3® valve.

## GENERAL SAFETY GUIDELINES

### **WARNING! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:**

When working on or around a vehicle, the following general precautions should be observed at all times.

1. Park the vehicle on a level surface, apply the parking brakes, and always block the wheels. Always wear safety glasses.
2. Stop the engine and remove ignition key when working under or around the vehicle. When working in the engine compartment, the engine should be shut off and the ignition key should be removed. Where circumstances require that the engine be in operation, EXTREME CAUTION should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components.
3. Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.
4. If the work is being performed on the vehicle's air brake system, or any auxiliary pressurized air systems, make certain to drain the air pressure from all reservoirs before beginning ANY work on the vehicle. If the vehicle is equipped with an AD-IS® air dryer system or a dryer reservoir module, be sure to drain the purge reservoir.
5. Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that safely removes all electrical power from the vehicle.
6. Never exceed manufacturer's recommended pressures.
7. Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.
8. Use only genuine Bendix® replacement parts, components and kits. Replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as original equipment and be designed specifically for such applications and systems.

9. Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle and component manufacturer.
10. Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.
11. For vehicles with Antilock Traction Control (ATC), the ATC function must be disabled (ATC indicator lamp should be ON) prior to performing any vehicle maintenance where one or more wheels on a drive axle are lifted off the ground and moving.

## REMOVAL OF THE MV-3® VALVE

1. Remove and save the mounting hardware that secures the cover plate to the dash.
2. Identify and mark all the air lines on the back of the valve.
3. Disconnect the air lines from the valve.

## INSTALLATION OF THE MV-3® VALVE

1. Install the new MV-3® valve to the dash using the hardware removed in Step 1 of *Removal*. Connect the air lines to the ports marked during disassembly. When connecting threaded ports use a liquid thread sealing compound, attach the air line until it is hand tight and then turn approximately one and a half turns further (or using a maximum of 10 ft.-lbs. torque - Note: overtorquing will crack the port).

## OPERATIONAL TEST

1. With the supply pressure at 120 P.S.I., push the red button in. The button must stay in.
2. Slowly reduce the pressure in both service reservoirs. The red button must pop when the supply pressure drops to 20 to 45 P.S.I.  
**Note:** The yellow button **must not** pop out before the red button.
3. Hold the red button in and continue to reduce pressure in all service reservoirs. Air must start to escape from the exhaust port when the trailer supply line pressure reaches 20 P.S.I. minimum.
4. Release the red button and rebuild the supply pressure to at least 120 P.S.I. Push in the yellow button; the yellow button must remain in.
5. Charge the system to 120 P.S.I. and push both buttons in. Pull the red button out. The yellow button must remain in.
6. Push the red button in and pull the yellow button out. The red button must pop out almost instantaneously.
7. Build both service reservoirs to 120 P.S.I. Decrease the pressure at the secondary reservoir. The primary reservoir pressure should not drop below 100 P.S.I. Repeat the test for decreasing primary reservoir pressure. The secondary reservoir pressure should not drop below 100 P.S.I.
8. If the MV-3® valve fails to operate as described replace or repair it using genuine Bendix parts.
9. Close all reservoir drain cocks and deliberately caused leakage points before placing the vehicle in service.
10. Test drive vehicle at slow speed in a safe area prior to placing back into service.

