



## AUTOCAR SAFETY RECALL A-0804 REV1 NHTSA RECALL 08V-447

March, 2009

### ATTENTION:

Service Managers / Parts Managers

### SUBJECT:

WXLL front frame rail extensions.

### SAFETY RECALL INFORMATION:

Autocar has determined that the WXLL model front frame rail extensions are susceptible to cracking (See Figure A) caused by stresses placed on the truck during operation.



Figure A

**Note:** When checking for cracks inspect the area in and around the steering gear bracket as well as the front frame rail extensions.

### VEHICLES AFFECTED:

There are 770 affected vehicles that were manufactured between 27 April 2007 and 13 January 2009, within VIN range 205479 to 209176. Refer to the VIN list beginning on page 13.

### REPAIR:

If the vehicle's VIN appears on the list starting on page 13, complete the Repair Procedure starting on page 4.

If the vehicle previously had reinforcement straps welded to the frame rail extensions under an earlier issued Recall Bulletin, YOU STILL MUST COMPLETE THIS NEW SAFETY RECALL PROCEDURE.

### Claims for Reimbursement:

Submit a claim in accordance with the instructions in the claim preparation section of the Warranty Administration Manual.

### Claim Coding Information:

Authorization Number: A-0804 REV 1

Repair Number: 71501-0-04

Time Allowance: 25 hours

### Dealer Responsibility:

Dealers must perform this recall on affected vehicles at no charge to the owner regardless of vehicle mileage, age or ownership of the vehicle. If a vehicle affected by this recall is taken into or is in your vehicle inventory or at your dealership for service, you must perform this recall before the vehicle is sold or released to the owner.





# SAFETY RECALL BULLETIN

## AUTOCAR SAFETY RECALL A-0804 REV1 NHTSA RECALL 08V-447

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### Parts:

The following parts are necessary for this recall:

P/N	Description	Qty
A4075214-001	LH Frame Extension	1
A4075213-001	RH Frame Extension	1
A2020118-001	Brkt WXLL Tie Rod Lwr	1
A2020121-001	Brkt Upper Rad WXLL	1
A2020113-001	Radiator Tie Rod	1
A6620071-001	Brkt, Cab Latch Lower	1
A6620071-002	Brkt, Cab Latch Lower	1
S4070001K001	Hardware Kit	1

To Set Up Service:

# 765-489-1960

### Tools:

The following tools are necessary for this safety recall:

- Side Cutters
- Impact Gun
- Oxy-Acetylene Cutting Torch
- Drift Pins
- 5 Ton Jack Stands
- 2 Ton Hydraulic Floor Jack
- 10 Ton Hydraulic Floor Jacks
- Torque Wrenches 30 to 325 ft-lbs
- 1/2" Combination Wrench
- 3/4" Combination Wrench
- 5/8" Combination Wrench
- 15/16" Combination Wrench
- 1 1/8" Combination Wrench
- 1/2" Impact Socket
- 3/4" Impact Socket
- 5/8" Impact Socket
- 15/16" Impact Socket
- 1 1/8" Impact Socket
- 8 lb Sledge Hammer
- Pneumatic Drill
- Pry Bar
- Hand Winch Cable Come Along
- Cab Support Transfer Plate (Autocar Supplied)
- Digital Protractor

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### **W A R N I N G**

To prevent eye injury, always wear eye protection when performing vehicle maintenance, service, or inspection.



### **D A N G E R**

Before working on a vehicle, turn the engine to off, set the parking brake, place the transmission in neutral and block the wheels. Failure to do so can result in unexpected vehicle movement, resulting in serious personal injury or death.

### **W A R N I N G**

Allow ample time for the air cooler, radiator, and related components to cool after the vehicle has been shut down. A hot engine or cooling assembly may cause burns or other personal injury.

### **C A U T I O N**

Critical fasteners should be properly tightened to torque values and maintained during the service period. Refer to Autocar's preventative maintenance manual (AC-SM-177-0606-P112) for schedule.

### **C A U T I O N**

#### **LOCKOUT/TAGOUT PROCEDURES**

Before entering the vehicle or vehicle body, read and follow OSHA regulations concerning entry and working in "CONFINED SPACE" OSHA 1910.146 and "LOCKOUT/TAGOUT" OSHA 1910.147. Follow OSHA regulations while performing any work on the vehicle. The vehicle must be disabled by the following steps before performing any work on the vehicle:

1. Place the transmission in NEUTRAL.
2. Set the parking brake.
3. Shut the engine OFF.
4. Lock cab doors, keep the key in your pocket. Block the wheels before entering the body or performing any work on the vehicle.
5. Turn the battery disconnect switch OFF.
6. Completely drain the air from the primary/A system and secondary/B system by opening the drain valves on the air tanks themselves or by using the drain manifold if supplied. When draining the air tanks, do not look into the area where air is draining. Dirt or sludge particles may be expelled in the air stream and can cause eye injury.
7. Place magnetic "DANGER" signs on both cab doors before entering the body or performing any work on the vehicle.
8. Take proper precautions before working under the vehicle. Use ramps approved for the weight of your vehicle, or use floor jacks and stands. Never work under a vehicle supported by jacks alone. Always use jack stands to support the vehicle.





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### REPAIR PROCEDURE

#### PART ONE:

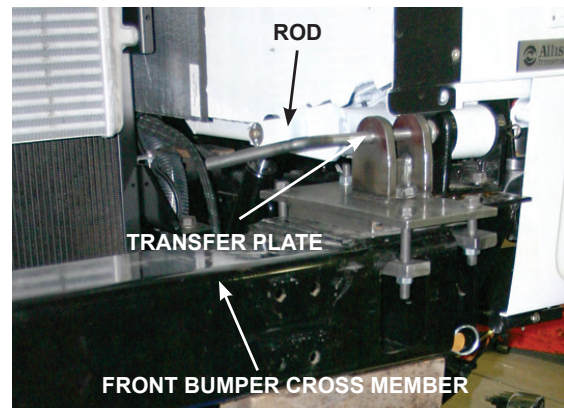
##### Disassembly of front LH frame rail extension



**Figure 1, Grille and Bumper**

1. Remove the grille assembly. (See Figure 1)
2. Remove the bumper using a 3/4" combination wrench and impact socket. (See Figure 1)  
For any unit equipped with a residential front end loader body, inspect the front bumper cross member. If there are cracks present in the cross member, it must need to be replaced. Contact Autocar at 765-489-1960 to order a new bumper cross member, PN A6611147-001. The Repair Procedure for this replacement will be provided in a separate service program.
3. Using a hydraulic jack, raise the front axle of the truck. Position jack stands under the under the front axle.
4. Remove skid plate if present with 3/4" combination wrench and impact socket (aft section only).
5. Inspect existing extensions to determine if body builder drilled out holes to install front PTO bracket. Existing holes in extension are 1/2" and body builder may have redrilled for 5/8" to support the front engine PTO. Drill holes as needed to new size.

6. Place a jack stand under the front PTO bracket on the left hand side, if equipped. Place a 5 ton hydraulic jack under the front bumper cross member for support.
7. Run a 5/8"-11 bolt 5" long backwards into the cab pivot pin hole with penetrating oil to clean the pivot pin hole. (See Figure 2)
8. Install cab support transfer plate onto the left hand side of the front cross member. Use 1/2" diameter bolts and loose assemble with two combination wrenches. (See Figure 2)
9. Using either a 3/4" combination wrench and socket or a 15/16" combo wrench and socket, remove the second bolt rearward in the frame bracket, cab pivot LH.



**Figure 2, Transfer Plate**

10. Using a 3/4" combination wrench and impact, loosen nuts from the two cross member tilt bracket bolts. Leave the bolts in holes for now.

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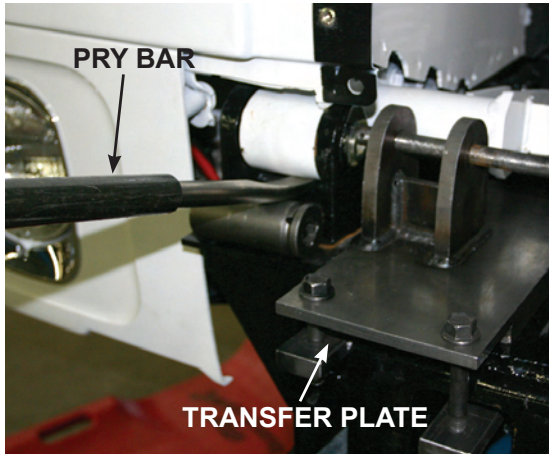


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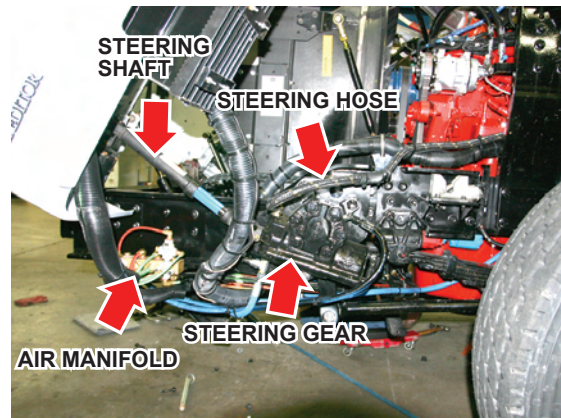
**Figure 3, Transferring of Cab weight**

11. Pry up on cab with pry bar and insert a 3/4" steel plate at the back of the left hand cross member tilt bracket. (See Figure 3)
12. Insert a 5/8" diameter grade 8 bolt 9 1/2" to 11" long into the cab support transfer plate and into the cab pivot pin hole. Place a nut on the bolt and snug with a 15/16" combination wrench and impact socket.
13. The cab weight is now held by the cab support transfer plate. Tighten down the 1/2" bolts that attach the supports that run through the front cross member.
14. Raise cab slowly while observing pivot point for binding. The cab may slide slightly forward. The bolts left in the cross member tilt bracket should hold the bracket in place to allow the cab to pivot over.



**Figure 4, Hand Winch**

15. Install a hand winch cable from the rear cab latch bracket to the upright or surge tank shelf. (See Figure 4)



**Figure 5, Manifold-Steering Gear**

16. Remove chassis air manifold using 1/2" combination wrench and impact socket. (See Figure 5)
17. Unclip power steering hose on the LH side routing to steering gear. (See Figure 5)





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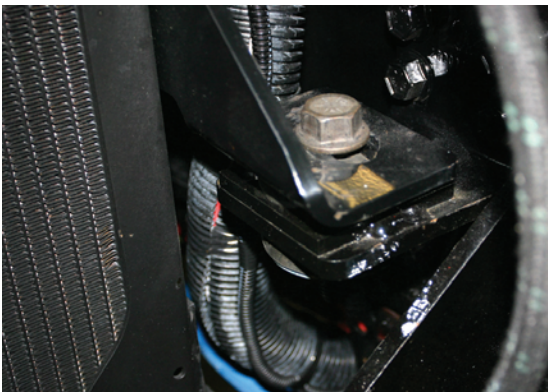
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- Using a 15/16" combination wrench and 15/16" impact socket, remove LH side radiator tie rod frame bracket bolts.
- Using a 5/8" combination wrench and socket, remove steering shaft from steering gear. Mark steering shaft for proper orientation with index marks for reinstallation and remove lower half.



**Figure 6, Radiator Support**

- Place hydraulic jack under radiator for support. (See Figure 6)



**Figure 7, Radiator Support Bolt**

- Using 15/16" combination wrench and impact socket, remove bolt from radiator support bracket. (See Figure 7)

- Place welding blanket over all hydraulic and air lines and electrical harnessing.
- Using an oxy-acetylene torch, cut the huck collars down on opposite sides and punch huck pins out with a 8 lb sledge if collar is on outside of rail. If collar is on inside of rail, cut the huck head off.



**Figure 8, Cab Pivot Cylinder Huck**

- Cut the 4 hucks that attach the frame bracket, cab pivot cylinder LH to the frame rail. (See Figure 8)
- Slowly pump the cab jack handle in the lowering position a few times to bring the bracket away from the frame rail extension.
- Remove the remaining bolts in the frame bracket cab pivot LH and remove it. Observe cab for any movement. The cab is now supported by the cab support transfer plate.
- Remove the cab hydraulic latch from the frame bracket and remove the hydraulic line at the frame fitting. Cap the fitting. Set the latch mechanism aside.

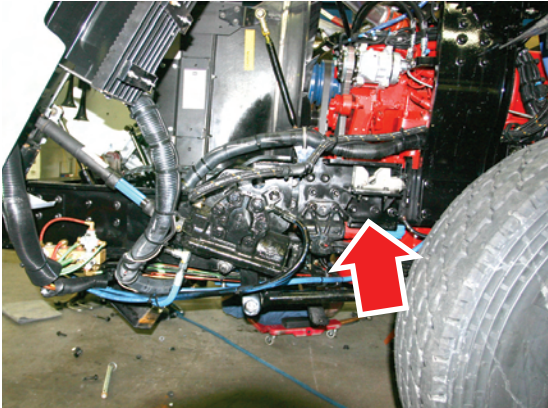




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28. The power steering gear will remain left attached to the existing extension after removal. Use a hydraulic floor jack to support the steering gear bracket and lower to the ground. Using an oxy-acetylene torch, cut the four huck heads that attach the rear of the steering gear bracket to the frame. Once the extension and steering gear are free of the frame, use the hydraulic jack to lower it to the



**Figure 9, Hydraulic Cab Latch Bracket**  
ground.

29. Cut the head off the hucks attaching the hydraulic latch bracket to the frame rail. Discard the old bracket. (See Figure 9)
30. Cut the two hucks that attach the frame extension to the frame rail at the rear of the extension.
31. Cut the two hucks in the upper engine cross member which are directly above the spring hanger. At this point, these are the only two fasteners holding the extension to the frame rail. Insert drift pins in one of the forward holes to insure extension cannot fall off.



**Figure 10, Huck Bolts**

32. In order to remove the two huck pins in the upper engine cross member, you must remove the upper longitudinal bolts in the engine cross member assembly. Use a 1 1/8" wrench and impact socket. Remove these two bolts and pull the huck pins out. (See Figure 10)
33. The power steering gear bracket and radiator support bracket from the old extension. The radiator support bracket will also come off with the steering gear bracket. The radiator support bracket will be reinstalled with the steering gear bracket on the new extension. The forward 5/8" holes on the steering gear bracket will need a 1" spacer between the bolt head and frame rail. (Ref. PART TWO item 8, page 8)





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### PART TWO: LH frame rail extension installation

1. Insert two hucks or 5/8"–11 x 2 3/4" L grade 8 bolts (P/N 8397081) into the upper engine cross member facing out and two hucks or 5/8"–11 x 2 1/4" L grade 8 bolts (P/N 8397079) into the rear holes for the frame extension.

### **CAUTION**

There should be primer only between the mating surfaces of the new extension to the frame rail. If paint is present, rather than primer, remove it. Lift the new extension into place. Hand spin four collars or 5/8"–11 grade 8 nuts on to hold the extension in place.

2. Insert two 5/8" or 1/2" diameter bolts as needed in the second set of holes at the front of the new extension and the front cross member and PTO bracket, if equipped, to align extension. Do not install nut.
3. Huck the rear two huck pins at the back of the new front frame extension or tighten the bolts to 200 Ft–Lbs of torque.
4. Huck the upper two huck pins in the engine cross member to the extension or tighten the nuts to 200 Ft–Lbs of torque. Reinsert the two engine cross member bolts and tighten to 325 Ft–Lbs. of torque.
5. Install the radiator support tie rod bracket to the frame using 5/8" bolts and tighten to 200 Ft–Lbs of torque. Cut the threaded end of the rod off as needed to clear frame.
6. Install the new hydraulic cab latch bracket (A6620071–001) using three 5/8"–11 x 2" L (P/N 8397078) grade 8 bolts and tighten to 200 Ft–Lbs of torque. Reinstall and tighten the two fasteners in the engine cross member and tighten to 350 Ft–Lbs of torque.

7. Attach hydraulic cab latch back to the new bracket and reconnect hydraulic line. Leave bolts to bracket loose for final cab adjustment.

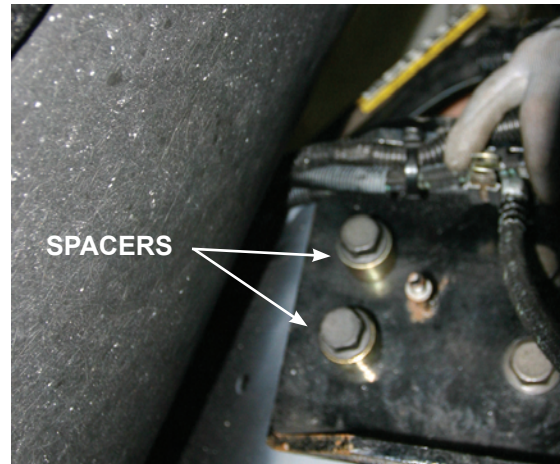


Figure 11, Spacers

8. Using two 5/8"–11 x 2 1/4" L grade 8 bolts (P/N 8397079), reattach power steering gear bracket to frame. Tighten to 200 Ft–Lbs of torque. Use a 1" spacer (P/N 1590069) on the two 5/8" bolt pattern at the forward holes inside the frame rail between the rail and the bolt head. This will require two 5/8"–11 x 3 1/4" grade 8 bolts. (P/N 8397083). Tighten to 200 Ft–Lbs of torque. (See Figure 11), (See Figures 12 and 13 on page 9)
9. Install the LH side radiator support bracket to the frame rail and steering gear bracket using four 1/2"–13 x 2 1/4" L grade 8 bolts (P/N 8397043). Tighten to 105 Ft–Lbs of torque. For the remaining forward holes in the steering gear bracket. Use two 1/2"–13 x 1 3/4" L grade 8 bolts (P/N 8397031) tighten to 105 Ft–Lbs of torque.





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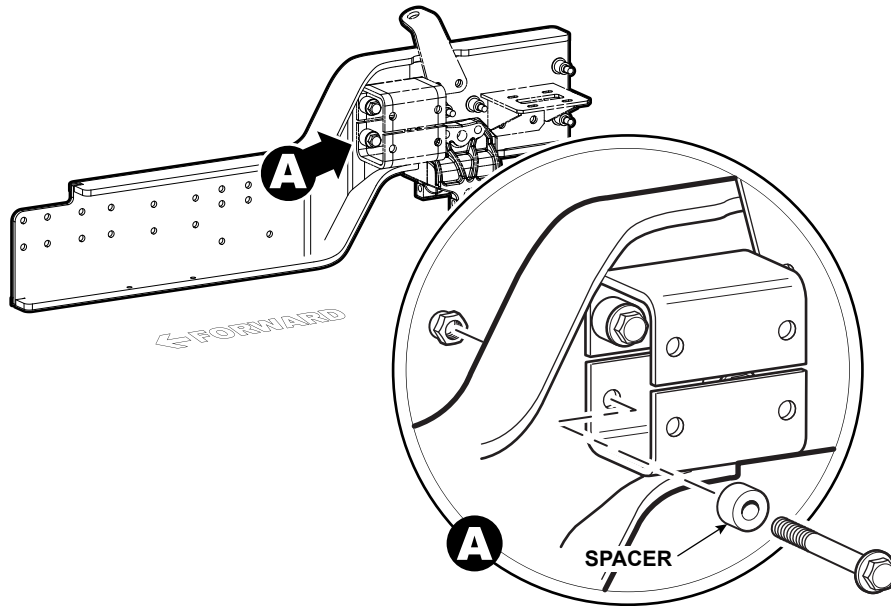


Figure 12: Frame Extension to Frame Rail Installation and Spacer Location LH

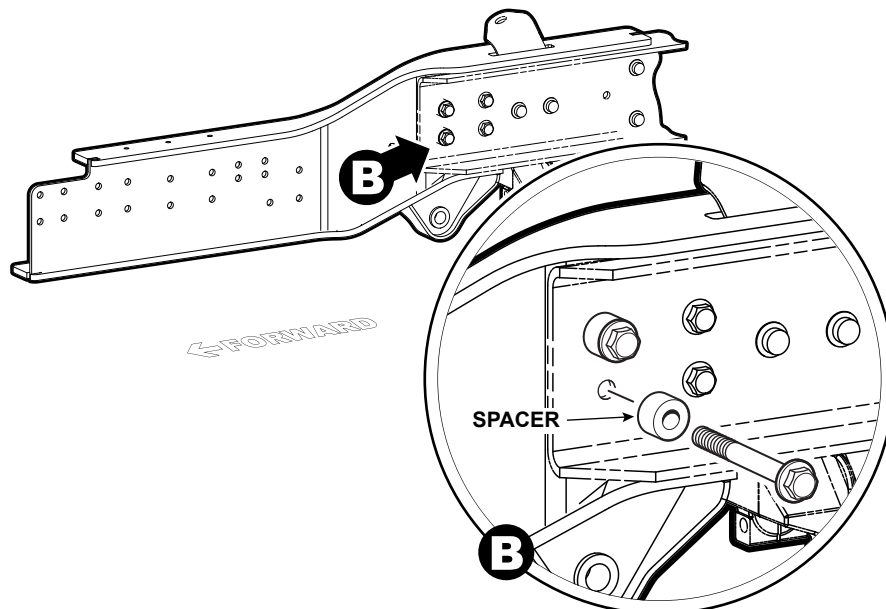


Figure 13: Frame Extension to Frame Rail Installation and Spacer Location RH

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### PART THREE:

#### Disassembly of front RH frame rail extension

10. Install the radiator support bolt and tighten to 200 Ft-Lbs of torque.
11. Using six 1/2"-13 x 1 1/2" L grade 8 bolts (P/N 8397030), attach the cross member tilt bracket LH to the new extension. Tighten to 105 Ft-Lbs of torque. Eight bolts will be needed if not equipped with front engine PTO. If front engine PTO is present, use the 5/8" bolts used by the body builder in second set of holes rearward through the PTO bracket.
12. Using six 1/2"-13 x 1 3/4" L grade 8 bolts (P/N 8397031) reattach the frame bracket, cab pivot cylinder LH to the new extension. Tighten to 105 Ft-Lbs of torque. Install and tighten the 5/8" bolts that share with the PTO bracket to 200 Ft-Lbs of torque. Slowly pump the cab tilt pump down to align the bracket.
13. Remove the cab support transfer plate by reinserting the 3/4" steel plate between the cross member and cross member tilt bracket. Remove the bolt through the cab pivot pin.
14. The two 1/2" bolts that connect the cross member tilt bracket LH to the front cross member should be tighten to 105 Ft-Lbs of torque.
15. Install the steering shaft to the steering gear aligning index marks. Tighten to 68 Ft-Lbs of torque.
16. Reattach chassis manifold using two 3/8"-16 x 1.5" L (P/N 8397004) grade 8 bolts. Tighten to 40 Ft-Lbs of torque.
17. Reroute and clip all power steering hoses, hydraulic and pneumatic lines and all electrical harnessing.
18. Remove hand winch and lower cab.
1. Unclip heater hoses, A/C lines, power ram hoses and any airlines or electrical harnessing to clear extension area.
2. Place a jack stand under the front PTO bracket on the left hand side, if equipped. Place a 5 ton hydraulic jack under the front bumper cross member for support.
3. Install cab support transfer plate onto the right hand side of the front cross member as you did for the LH side in PART ONE, items 5 - 14.
4. Using 15/16" combination wrench and impact socket, remove auxiliary power ram bracket from frame extension.
5. Using an 8 lb sledge hammer, beat the top of the auxiliary power ram bracket to remove the power ram. Using a pickle fork will require replacement of the grease boot. Discard the old auxiliary power ram bracket.



Place a welding blanket over all hydraulic and air lines and electrical harnessing.

6. Using an oxy acetylene torch, cut the hucks that attach the radiator tie rod bracket to the frame rail. Rotate the tie rod out of the way.
7. Cut the hucks holding the frame bracket, cab pivot cylinder RH.
8. Slowly pump the cab jack handle down a few times to pull the bracket away from the frame rail extension.
9. Remove the remaining bolts that attach the frame bracket, cab pivot RH to the front extension. The cab is now supported by the cab support transfer plate.





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### PART FOUR: RH frame rail extension installation

10. Remove the cab hydraulic latch from the frame bracket and remove the hydraulic line at the frame fitting. Cap the fitting. Set the latch mechanism aside.
11. Cut the head off the hucks attaching the hydraulic latch bracket to the frame rail. Scrap the bracket that is removed.
12. Cut the two hucks that attach the rear of the extension to the frame rail. The lower huck may require additional cutting to remove.
13. Insert a drift pin into the front of the extension in the front bumper cross member to help hold the extension in place.
14. The two longitudinal bolts in the engine cross member. Use an 1 1/8" wrench and impact socket to remove. Cut the two hucks that attach the engine cross member to the extension.
15. Remove the old extension.
16. Cut the hucks holding the radiator support bracket from the old extension and install on the new extension using hucks on front two holes and two 1/2"-13 x 1 3/4" L (P/N 8397031) grade 8 bolts. Tighten bolts to 105 Ft-Lbs of torque. Primer is ok between the mating surfaces of the new extension to the frame rail, but do not paint.
1. Insert two hucks or 5/8"-11 x 2 1/4" L grade 8 bolts (P/N 8397079) into rear most hole pattern for new extension and two hucks or 5/8"-11 x 2 3/4" bolts (P/N 8397081) into the top of the engine cross member. Place the new extension in place and spin on 4 huck collars or 5/8"-11 grade 8 nuts (P/N 8397202) by hand to hold in place.
2. Insert two 5/8" or 1/2" diameter bolts as needed in the second set of holes at the front of the new extension and the front cross member and PTO bracket, if so equipped, to align extension. Do not install nut.
3. Insert two 5/8"-11 x 2" L grade 8 bolts (P/N 8397078) into front section of the frame rail that attaches inside the new extension just forward of the spring hanger bracket. Tighten to 200 Ft-Lbs of torque. Install two 5/8"-11 x 3 1/4" L grade 8 bolt (P/N 8397083) in the forward holes with a 1" spacer (P/N 1590069) in between the bolt head and frame rail. Tighten to 200 Ft-Lbs of torque.
4. Attach new radiator tie rod bracket (P/N A2120118-001) to extension using two 5/8"-11 x 2 1/4" L (P/N 8397079) grade 8 bolts. Tighten to 200 Ft-Lbs of torque. (See Figures 12 and 13 on page 9)
5. Huck the two hucks at the rear of the extension or tighten the nuts to 200 Ft-Lbs of torque. Huck the two hucks in the upper holes of the engine cross member to frame rail or tighten the nuts to 200 Ft-Lbs of torque.
6. Jack cab down slowly to align holes in the frame bracket, cab pivot cylinder RH. Use drift pins as needed to align holes.
7. Insert 4 bolts 1/2"-13 x 1 3/4" L (P/N 8397031) to attach frame bracket, cab pivot cylinder RH to extension. Tighten to 105 Ft-Lbs of torque.





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8. Insert the radiator support bolt and tighten to 200 Ft–Lbs of torque.
9. Using six 1/2"–13 x 1 1/2" L grade 8 bolts (P/N 8397030) tighten to 105 Ft–Lbs of torque. Attach the cross member tilt bracket LH to the new extension. Eight bolts will be needed if not equipped with front engine PTO. If front engine PTO is present, use the 5/8" bolts used by the body builder in second set of holes rearward through the PTO bracket.
10. Install the new hydraulic cab latch bracket (A6620071–002) using three 5/8"–11 x 2"L (P/N 8397078) grade 8 bolts and tighten to 200 Ft–Lbs of torque. Reinstall and tighten the two fasteners in the engine cross member and tighten to 350 Ft–Lbs of torque.
11. Reinstall the cab hydraulic latch and connect hydraulic hose. Leave bolts loose.
12. Replace existing upper radiator tie rod bracket with new (P/N A2120121–001) so that the offset is toward the radiator, to ensure rod clearance of tunnel insulation.
13. Replace RH radiator tie rod with (P/N A2120113–001).
14. Reinstall the power ram cylinder to the new extension using a 1/14" impact socket. Tighten to 145 Ft–Lbs of torque. Ensure cotter pin is placed back into castle nut.
15. Remove the cab support transfer plate by reinserting the 3/4" steel plate between the cross member and cross member tilt bracket. Remove the bolt through the cab pivot pin.
16. Tighten the two 1/2" bolts that connects the cross member tilt bracket RH to the front cross member to 105 Ft–Lbs of torque.
17. Reroute the A/C lines, heater hoses and any other lines needed using p-clamps and stand off brackets. (P/N's 3083848 x 2, 3082658)
18. Remove the hand winch.
19. Lower the cab slowly.
20. Reinstall the skid plate using fasteners removed. Tighten the 5/8" bolts to 200 Ft–Lbs of torque and the 1/2" bolts to 105 Ft–Lbs of torque.
21. Reinstall the front bumper using the fasteners removed. Tighten to 55 Ft–Lbs of torque on a painted bumper or 30 Ft–Lbs for a chrome bumper.
22. Reinstall the grille.
23. Line up the cab hydraulic latches to the back of cab latch brackets and tighten fasteners to 25 Ft–Lbs of torque.
24. Inspect cab for proper orientation. Insure radiator tie rods do not tear insulation and that the cab does not rub on any CAC pipes and hoses or air intake hoses. Adjust cab as needed to gain clearance.
25. Inspect for proper gap between fan ring and radiator shroud.
26. Check frame alignment and adjust if necessary.

