

SAFETY RECALL BULLETIN



AUTOCAR SAFETY RECALL A-0806
NHTSA RECALL 08V-612

November, 2008

**ATTENTION: SERVICE MANAGERS/
PARTS MANAGERS**

SUBJECT: ACX BRAKE TIMING

**VEHICLES AUTOCAR RH-DRIVE ACX-
AFFECTED: MODEL VEHICLES BUILT WITHIN
DATE RANGE 03 APRIL 2008 TO
17 SEPTEMBER 2008, WITHIN VIN
RANGE 207236 TO 208368**

Safety Recall Information:

Autocar has determined that the application timing on the steer axle does not meet the requirements of FMVSS121 §5.3.3.1(a), requiring timing of 0.45 sec. on the service chambers. The LH timing was found to be 0.47 sec., and the RH timing was found to be 0.46 sec. The changes outlined in this recall will reduce the LH timing to 0.41 sec. and the RH timing to 0.39 sec., satisfying the requirement of 0.45 sec.

Vehicles Affected:

There are 33 affected vehicles that were manufactured between 03 April 2008 and 17 September 2008, within VIN range 207236 to 208368, as follows:

5VCACRJF68H207236	5VCACRLE98H207445
5VCACRLE28H207450	5VCACRLE48H207451
5VCACRLE48H207448	5VCACRLE68H207449
5VCACRLE28H207450	5VCACRLE48H207451
5VCACRLE68H207452	5VCACRLE88H207453
5VCACRLEX8H207454	5VCACRLE18H207455
5VCACRLE38H207456	5VCACRLE58H207457
5VCACRLE78H207458	5VCACRLE98H207459
5VCACRLE58H207460	5VCACRJF68H207236
5VCACRLE78H207542	5VCACRLE98H207543
5VCACRLE08H207544	5VCACRLE28H207545
5VCACRLE48H207546	5VCACRLE68H207547
5VCACRLE88H207548	5VCACRLE38H207750
5VCA3RHE08H207911	5VCACRJF69H207996
5VCA3RJF89H208051	5VCA3RJFX9H208052
5VCACRKF59H208121	5VCACRLEX9H208329
5VCACRJF49H208368	

Repair and Installation:

If the VIN appears on the list above, perform the REPAIR PROCEDURE beginning on page 2.

Tools:

The following tools are required to complete the recall:

- Impact Gun
- 3/4" Impact Gun Socket
- 3/4" Box Wrench
- Push Connect Airline Removal Tool
- Adjustable Wrench
- Hose Cutters
- 105 Ft-lb. Click Torque Wrench

Time Allowance: 1 hour per vehicle

To order recall parts kit call: 800-878-5980

Parts: ACX Brake Timing Recall Kit # S7410001-001 is necessary for this safety recall.

<u>Kit Contents</u>	<u>Qty.</u>
3/8" NPT Plug	3
Union tee	1
1/4" Nylon Airline	4 ft.

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-0806
Repair Number: 56306-0-03
Time Allowance: 1 hour

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.

Autocar, LLC

551 S. Washington St.
P.O. Box 190
Hagerstown, IN 47346-0190
www.autocartruck.com

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WARNING



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



DANGER



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.



WARNING



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.

LOCKOUT/TAGOUT PROCEDURES



CAUTION



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 PARK.
2. Set the parking brake.
3. Shut the engine OFF.
4. Turn the battery disconnect switch OFF.
5. Lock cab doors, keep the key in your pocket, and block the wheels before entering the body or performing any work on the vehicle.
6. Place magnetic "DANGER" signs on both cab doors before entering the body or performing any work on the vehicle.

REPAIR PROCEDURE:

Step 1: Raise the cab.



WARNING



Due to the danger of sustaining personal injury and/or damage to the vehicle, never attempt to raise the cab outdoors under extremely windy conditions. The strong wind conditions could force the cab beyond the normal limits of its travel.

- Remove or secure all loose articles and close all doors before raising the cab. The area above and ahead of the cab must be clear from obstructions. Place front wheels in a straight ahead position.
- Remove the pump handle from its storage on the inside wall of the driver or passenger side door.
- Place the selector level on the hydraulic pump in the RAISE position. Insert the pump handle into the pump and operate the handle in an up and down motion. The hydraulic cab latches will open, then the hydraulic cylinders will lift the cab until the midpoint (top) has reached.
- Once the cab has reached its midpoint, the cab will free fall forward to the fully open position. The safety pin in the cab tilt lock device must be installed when the holes line up in the siding bar.



DANGER



Never rely on the hydraulic pressure to hold the cab in an open position. Always use the safety pin in the cab tilt lock tube to prevent serious personal injury or death.



CAUTION



Remove the pump handle when not in use. It may stick out and could cause injury to passersby.

SAFETY RECALL BULLETIN



AUTOCAR SAFETY RECALL A-0806
NHTSA RECALL 08V-612

November, 2008

Step 2: If the truck has an oil pan guard, remove it by using impact gun, $\frac{3}{4}$ " socket and $\frac{3}{4}$ " box wrench to remove (3) nuts and (3) bolts.

NOTE: Throughout the repair process, consult the routing schematics pictured in this Repair Procedure to ensure that modifications are made to the correct air lines and fittings.

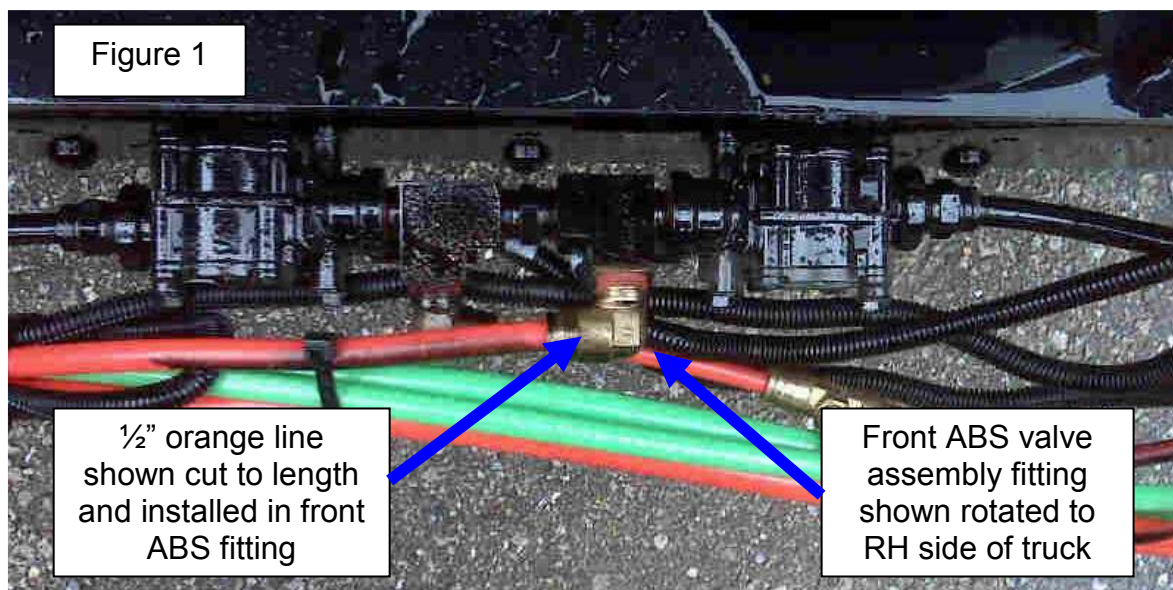
Step 3: Remove both ends of the $\frac{1}{2}$ " orange air line routed from the chassis manifold to the $\frac{1}{2}$ " 90-degree fitting mounted on the front middle of the front

ABS valve assembly. Use air line removal tool to remove line.

Step 4: Remove the fitting from the chassis that was just removed using adjustable wrench.

Step 5: Install $\frac{3}{8}$ " NPT plug in open hold or chassis manifold using adjustable wrench.

Step 6: Rotate the $\frac{1}{2}$ " 90-degree fitting on the front ABS valve to the RH side of the truck using adjustable wrench. See Figure 1 showing rotated fitting.



Step 7: Remove $\frac{1}{2}$ " orange line coming from rear of truck from chassis manifold using air line removal tool.

Step 8: Remove $\frac{1}{2}$ " fitting from chassis manifold where orange line was just removed using adjustable wrench.

Step 9: Install $\frac{3}{8}$ " NPT plug in open hold in chassis manifold using adjustable wrench.

Step 10: Take $\frac{1}{2}$ " orange line that was removed from chassis manifold and cut line to length for installation into the open $\frac{1}{2}$ " 90-degree front ABS valve fitting. Use hose cutters to cut line to length and install line to fitting.

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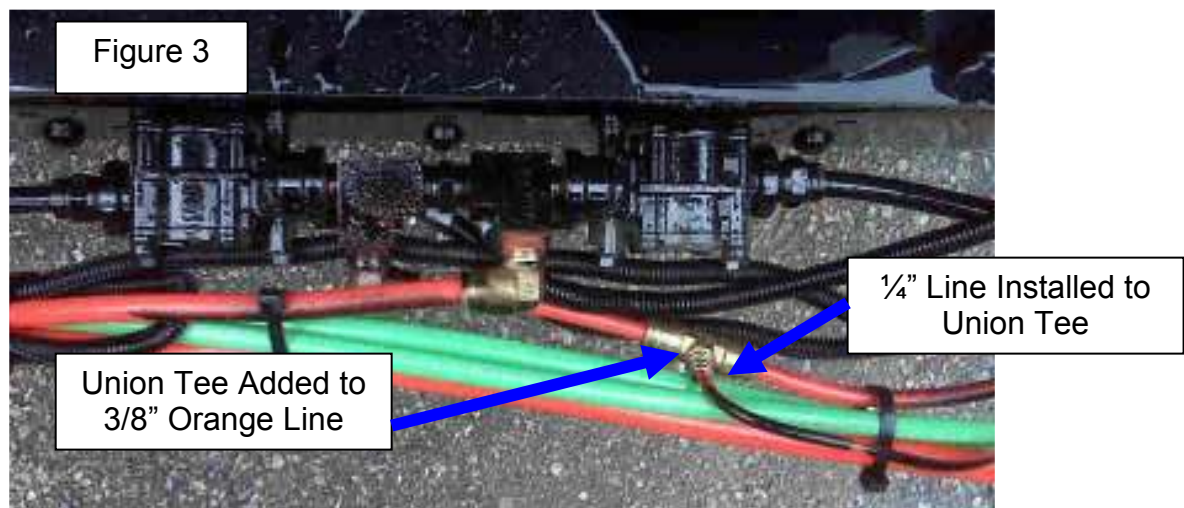
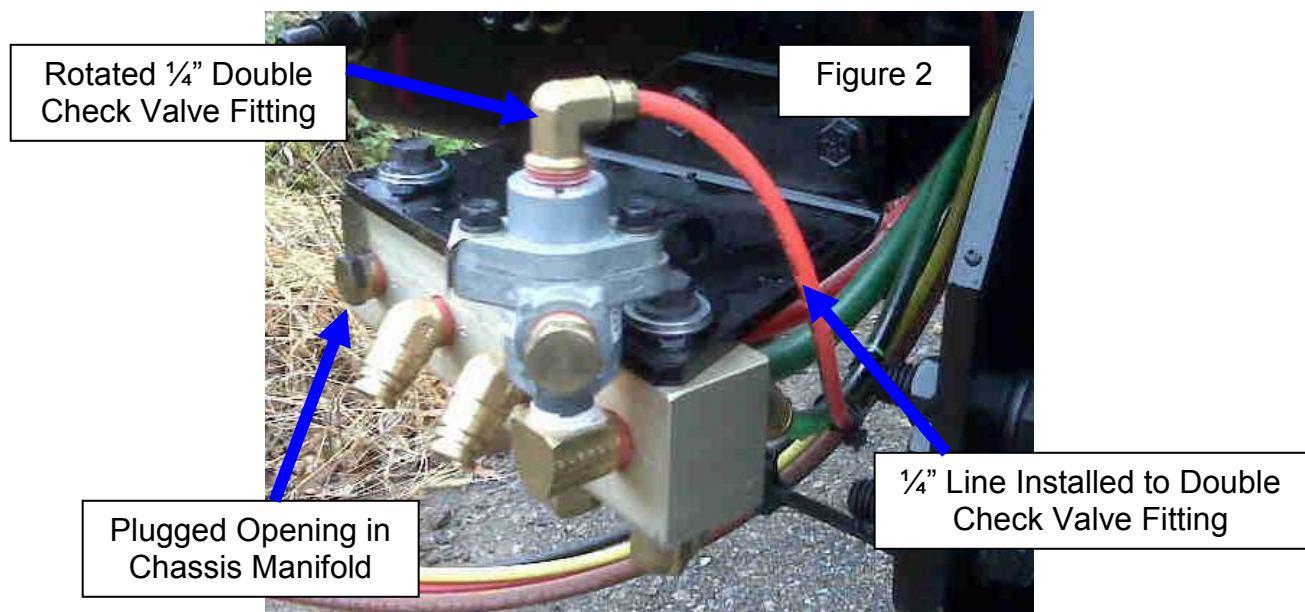
November, 2008

See Figure 1 showing the 1/2" orange air line cut and installed to the front ABS fitting.

Step 11: Remove both ends of the 1/4" air line running from the double check valve to the fitting on the chassis manifold using air line removal tool.

Step 12: Remove the 1/4" fitting from the chassis manifold where the 1/4" line was just removed using adjustable wrench.

Step 13: Install 3/8" NPT plug into open hole in chassis manifold using adjustable wrench. See Figure 2 showing plugged hole in chassis manifold.



SAFETY RECALL BULLETIN



AUTOCAR SAFETY RECALL A-0806
NHTSA RECALL 08V-612

November, 2008

Step 14: Cut 3/8" orange air line extending between front center fitting on front ABS valve and chassis manifold with hose cutters. Add union tee to each end of cut section of 3/8" air line. See Figure 3 showing union tee added to 3/8" line.

Step 15: Rotate 1/4" fitting on chassis manifold double check valve inward towards airlines routing from chassis manifold. See Figure 2 showing rotated 1/4" double check valve fitting.

Step 16: Install 1/4" orange line from 1/4" fitting on chassis manifold double check valve to 1/4" fitting on union tee. See Figure 2 and Figure 3 showing 1/4" orange line routed from double check valve to union tee.

Step 17: Tie strap 1/4" air line to existing air lines to secure in place. Cut tie tails with hose cutters.

Step 18: If oil pan guard panel was removed, reinstall panel to mounting brackets with (3) bolts and (3) nuts with impact gun, 3/4" socket and 3/4" box wrench. Click off bolts to 105+/-10 Ft-lbs. with preset torque wrench and 3/4" socket.

Step 19: Lower the cab.

- Remove the safety pin in the sliding cab tilt lock bar. Place the selector lever on the hydraulic pump to the LOWER position.
- Insert the pump handle into the pump and operate the handle in an up and down motion. The hydraulic cylinders then lower the cab until the midpoint (top) is reached.
- Once the cab has reached its midpoint, stop pumping and the cab will free fall rearward to the fully lowered position. When the cab is lowered, the hydraulic cab latches will automatically close, securing the cab to the frame.