

Mr. Gregory Magno, Chief – Defects Assessment
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, DC 20590
(202) 366 – 5226

August 6, 2012

Mr. Magno,

In reference to the requirements of 49 CFR Part 579.5 Subparagraph A, this letter serves as cover for the attached Notices, Bulletins, and Communications that were issued to UD Trucks North America Sales and Service Dealers in the United States for April 2012.

The Safety Recall Bulletin enclosed is:
Safety Recall Bulletin 12V-252

The Technical Bulletin enclosed is:
NONE

The Technical Announcements enclosed are:
NONE

The Product Improvement Letters enclosed are:
NONE

The Warranty Letters enclosed are:
NONE

The Service News Letters enclosed are:
NONE

The Warranty Policies & Procedures Manual Revision enclosed is:
NONE

Sincerely,

Les Wells

Senior Manager Service Operations
UD Trucks North America
6012 West Campus Circle Drive Suite 288
Irving, TX 75063
(972) 756-5523
www.udtruckna.com



North America

SUBJECT: Voluntary Safety Recall Campaign Number 12V-252
Elgin Sweeper - Fontaine Modification Dual Steer Air
Brake Hose Routing

Department: Service
Section: Brakes
Model(s): Elgin Sweeper
Model Year(s): 2008, 2009 & 2010
Effective Date: July 15, 2012
Form #: Recall Bulletin 12V-252
Rev #: N/A
Supersedes: N/A

MODELS AFFECTED:

Certain 2008, 2009 & 2010 model year UD3300 Elgin Sweeper chassis within the vehicle identification ranges listed below and modified by Fontaine to a dual steering system.

Model Year	Starting Sequence	Ending Sequence
2008	JNAPC81L48AC70155	JNAPC81L78AE70213
2009	JNAPC81LX9AD75002	JNAPC81L29AF75209
2010	JNAPC81L5AAC80027	JNAPC81L7AAF80393

DESCRIPTION:

Certain model vehicles listed above fail to comply with Section 5.7 of 49 CFR 571.12, Air Brake System. The modifications made by Fontaine may have resulted in the loss of isolation between the primary and secondary air brake systems.

As a remedy the following will be performed:

All subject vehicles within the above VIN breakpoints will be inspected and if found to be out of compliance will be corrected by rerouting the brake air lines at the frame double check valve and rerouting the air lines at the brake foot valve.

Owners of the involved vehicles will be notified by mail and instructed to schedule an appointment with an authorized UD Truck Dealer to have this Safety Recall performed at no charge.

ADMINISTRATION / DEALER RESPONSIBILITY:

Dealers are requested to proceed immediately to make the necessary repair to the affected vehicles in new or used inventory.

It is a violation of federal law for a dealer to deliver a new or used motor vehicle covered by a recall notice until the recall remedy has been performed.

Owners of affected vehicles will receive an "Authorization for Recall Notification Service" card for the related recall. This postage pre-paid card must be filled out correctly and returned to the address on the card indicating whether the vehicle was repaired, transferred, sold, etc. (refer to the UD Warranty Policies & Procedures Manual, Part III, Section 1).

For vehicles without an "Authorization for Recall Service" card, check the vehicle identification number with the Vehicle Service Notification screen of the UD IntraNET Warranty Claim System menu.

Federal regulations require that all vehicle lessors must notify all lessees within ten (10) days of receiving this notice.

SERVICE INFORMATION:

Before servicing the vehicle, read the entire set of instructions first. Observe the following safety precautions to prevent personal injury, damage to property, or both:

- If the involved vehicle has a label on the inside of the driver's left door as shown in Figure A, the recall have already been performed and no further action is required.



Figure A

- If the involved vehicle does not have the label on the inside of the driver's door, verify through the Vehicle Service Notification screen of the UD IntraNET system that the recall is required. Complete the safety recall according to the following instructions.
- Park the vehicle on a flat surface, place the transmission in NEUTRAL, set the parking brake and chock the rear wheels.
- Turn the engine off and allow the engine to cool.

SERVICE PROCEDURES:

Follow the procedures below furnished by Fontaine Modification.

Call Fontaine Modification if you have any questions at

704-409-1614

SERVICE PROCEDURES CONTINUED:

After completion of the required repairs, record the completion date on the Safety Recall 12V-252 sticker and apply to the left side driver's door as shown in Figure A on page 2.

SAFETY RECALL 12V-252 COMPLETED ON _____ UD TRUCKS NORTH AMERICA

PARTS INFORMATION:

Repair parts are available through **Fontaine Modification** only if they are not available locally. Refer to the following repair instructions.

Fontaine Parts Kit contains the following parts.

- 1 ea Push to connect union for ½" DOT OD airline
- 1 ea 18" long section of ½" DOT OD black airline
- 12 ea ¼" x 15" tie wraps

WARRANTY INFORMATION: 12V-252

Expenses for the repairs described in this Safety Recall are to be recovered through the standard UD Warranty Claim procedures listed in the UD Warranty Policies & Procedures Manual, Part V.

Use the following information to prepare your claim:

WARRANTY CODE KV05

TROUBLE CODE 78000376

FAILED PART NUMBER/NAME 45201Z0000

REPAIR DESCRIPTION PERFORM SAFETY RECALL 12V-252

LABOR OPERATION 999X

LABOR TIME ALLOWED

- 1 hour Inspection and no repairs required
- 1.5 hours reroute hoses to Double Check Valve
- 1.5 hours change location of hoses at the foot valve



Fontaine Modification Work Instructions

Page
1 of 11

Rev #

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Department:
Warranty

WI Number:
05-04-12-02

WI Name:

Inspection and Repair Procedure for UD Dual Drive Air Brake Plumbing

Creator Name and Title:

Kevin Barkley / Warranty – QA Manager

Manager Approval:

Dan Jaynes – VP Prod Development , Quality

Test Procedure For UD Trucks with Dual Steer:

- 1) Chock the wheels of the vehicle to ensure it does not roll during this procedure.
- 2) Release the parking brakes
- 3) Verify that the truck has full pressure (110 psi +) in both reservoirs
- 4) Drain the front portion of the split air tank (secondary), located inside the LH frame rail.
 - a. Yellow air gauge needle should drop to zero and orange air gauge needle should not change.
 - b. Verify that either the service or the parking brakes do not self apply by looking at slack adjusters on the axle.

*Note: **If both sides of the split tank drain when purging the front portion and both needles on the air gauge drop, then stop the test procedure and proceed to repair procedure for reconnecting air lines at the frame rail mounted Double Check Valve on page 2.**

If not, then proceed with step 5 below.

- 5) With no air pressure in the front tank, make a service brake application.
 - a. Rear axle brakes should apply and release.
- 6) Drain the rear portion of the split air tank (primary).
 - a. Parking brakes should self apply at approx 40-50 psi of pressure on gauge.
 - b. Orange air gauge needle should drop to zero.
- 7) Recharge air system.
- 8) Drain the rear portion of the split air tank.
 - a. Orange air gauge needle should drop to zero and yellow air gauge needle should not change.
 - b. Verify that either the service or the parking brakes do not self apply.
- 9) With no air pressure in the rear tank, make a service brake application.
 - a. Front axle brakes should apply and release.
 - b. Rear axle brakes *may* apply and release if vehicle is equipped with an inversion valve (Not Required).

*Note: **If there are no service brakes at the front when the rear tank (primary air system) is drained, then proceed to repair procedure for reconnecting air lines at RH foot valve on page 8 below.**

*Note: **On 2008 MY trucks, the repair procedure **IF REQUIRED** will be done at the LH foot valve. No photos are available showing rework at the LH foot valve. It is similar to instructions for RH foot valve.**

- 10) Drain the front portion of the split tank.
 - a. Parking brakes should self apply at approx 40-50 psi of pressure on gauge.
 - b. Yellow air gauge needle should drop to zero.

If truck passes all steps (1-10 above), then no repair is necessary and the truck can be put back into service. Any questions? Call Fontaine Modification at 704-409-1614.

Note: Fontaine Modification will pay 1.0 hours to complete the inspection.



Fontaine Modification Work Instructions

Page
2 of 11

Rev #

-

Department:
Warranty

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05-04-12-02

WI Name:

Inspection and Repair Procedure for UD Dual Drive Air Brake Plumbing

Creator Name and Title:

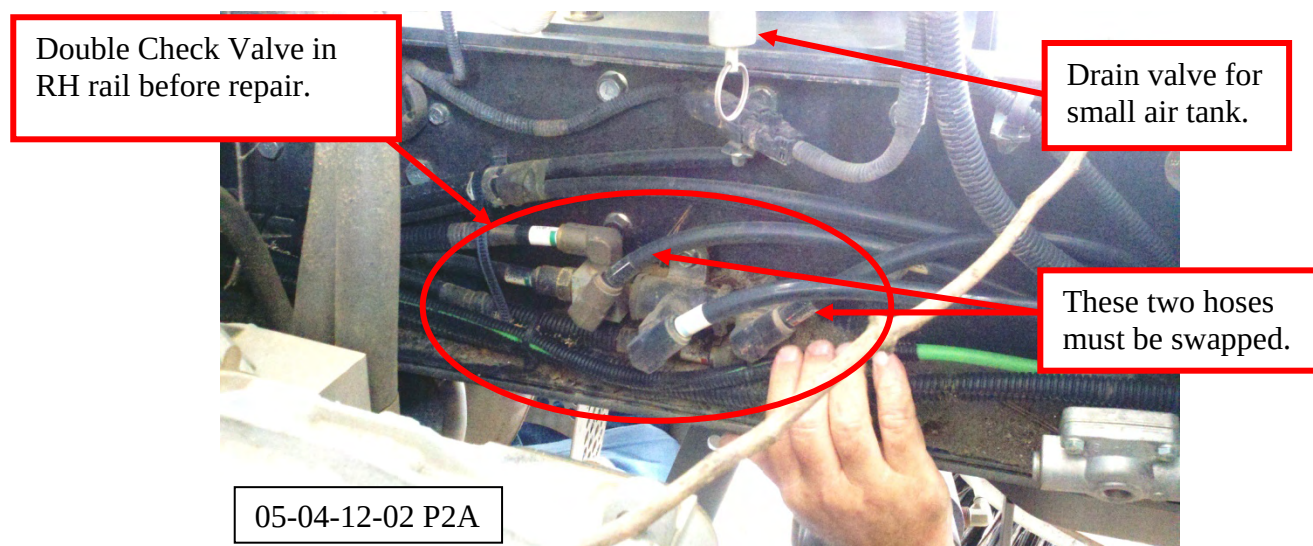
Kevin Barkley / Warranty – QA Manager

Manager Approval:

Dan Jaynes – VP Prod Development , Quality

Repair Procedure for Reconnecting Air Lines at Double Check Valve in RH Rail

- 1) Chock the wheels to ensure the vehicle does not roll during this procedure.
 - 2) Drain air pressure from primary and secondary system.
 - 3) Locate the Double Check Valve in the RH rail beside the transmission.
 - 4) Locate the two hoses that must be swapped at the Double Check Valve (pictured below).
- *Note: Hose colors at Double Check Valve may vary from truck to truck.



Note: Fontaine Modification will supply the necessary parts to complete this repair in a “UD Brake Line Rework Kit”.

The “UD Brake Line Rework Kit” includes the following:

- 1 ea Push to connect union for ½” OD airline
- 1 ea 18” long section of ½” OD black airline
- 12 ea ¼” x 15” tie wraps

Call Fontaine Modification at 704-409-1614 to have a parts repair kit shipped to you.



Fontaine Modification Work Instructions

Page
3 of 11

Rev #
-

Department:
Warranty

WI Number:
05-04-12-02

WI Name:

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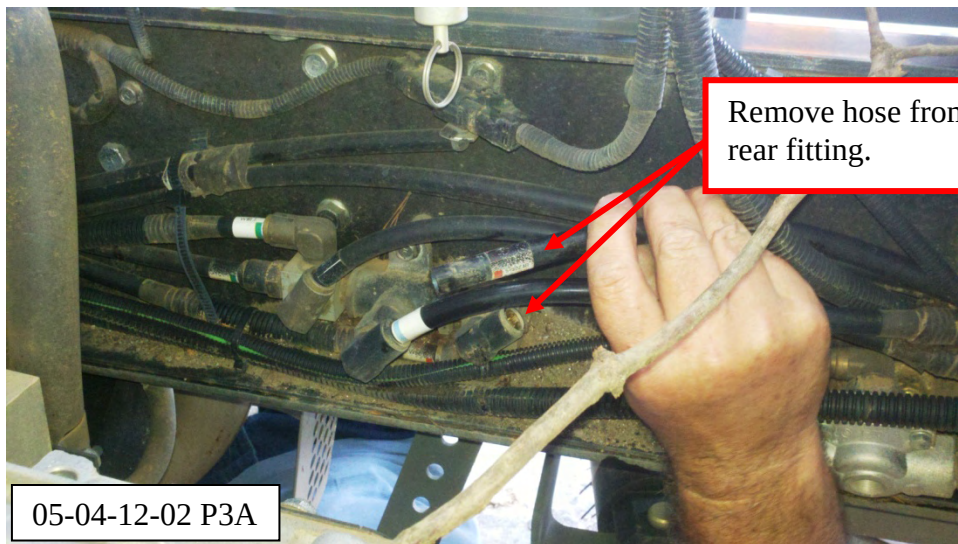
Kevin Barkley / Warranty – QA Manager

Manager Approval:

Dan Jaynes – VP Prod Development , Quality

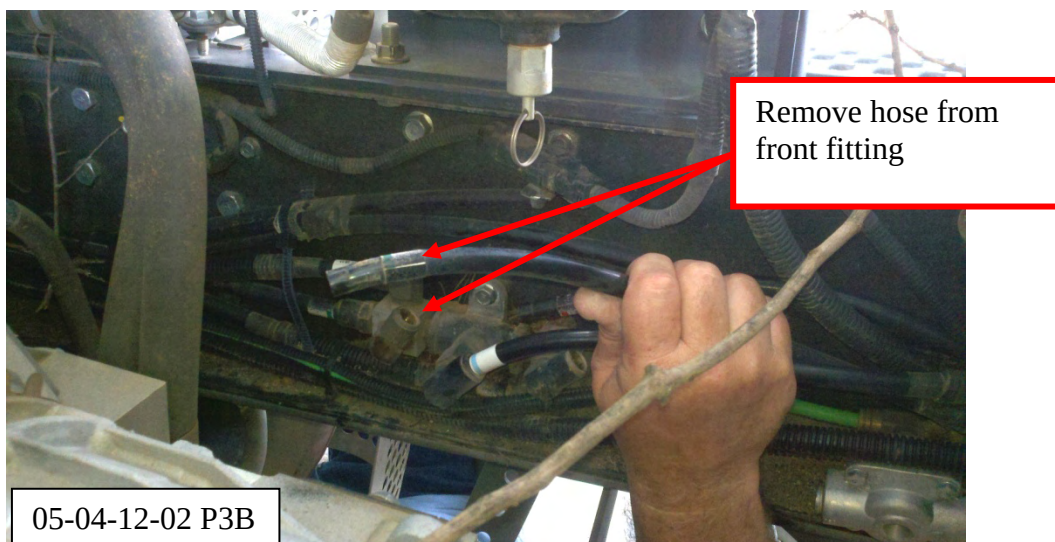
- 5) Remove hose from rear fitting of Double Check Valve (pictured below).

Note: Open the manual drain valve in the front section of the split tank in the LH rail and blow air through this hose to verify that it is plumbed to the front section of the split tank.



- 6) Remove hose from front fitting of Double Check Valve (pictured below).

Note: Open the manual drain valve in the rear section of the split tank in the LH rail and blow air through this hose to verify that it is plumbed to the rear section of the split tank.





Fontaine Modification Work Instructions

Page
4 of 11

Rev #
-

Department:
Warranty

WI Number:
05-04-12-02

WI Name:

Inspection and Repair Procedure for UD Dual Drive Air Brake Plumbing

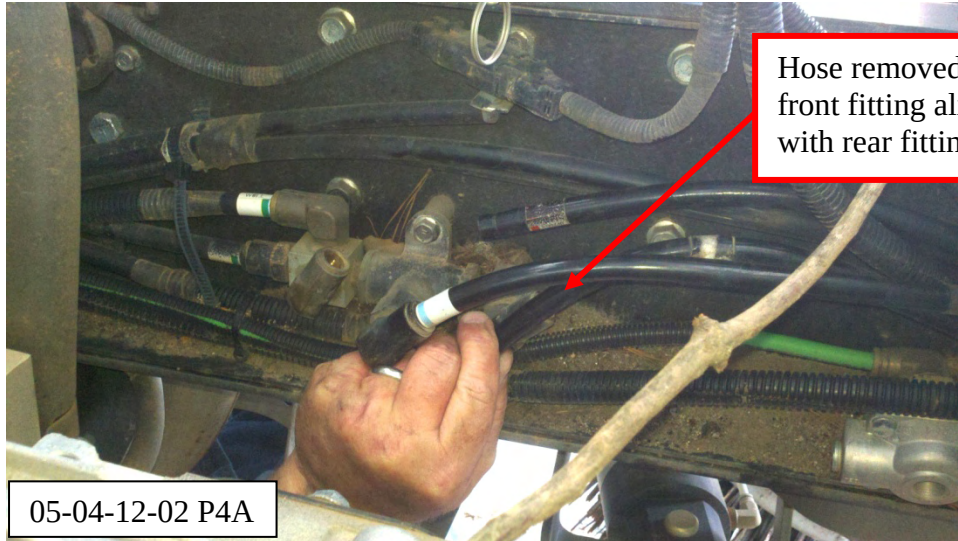
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Kevin Barkley / Warranty – QA Manager

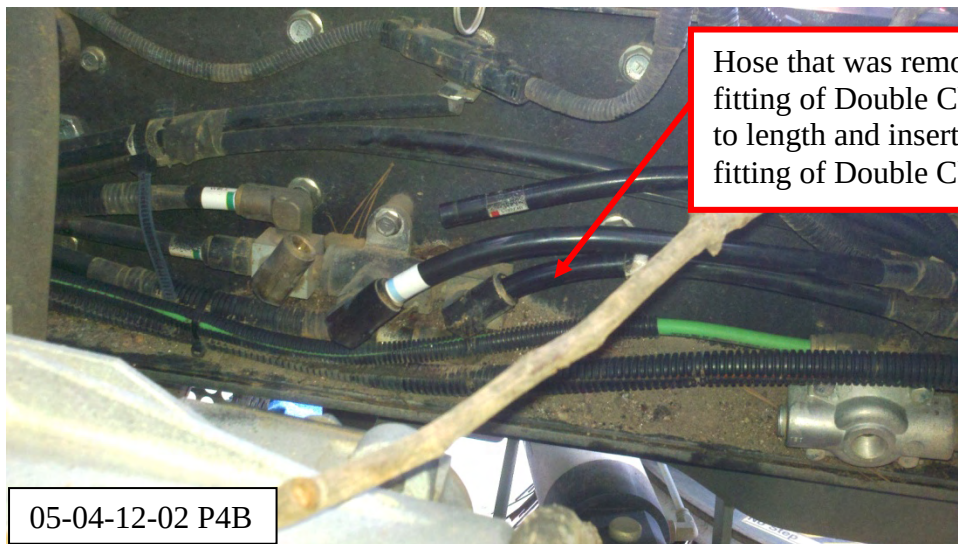
Manager Approval:

Dan Jaynes – VP Prod Development , Quality

- 7) Align hose that was removed from the front fitting with the rear fitting to determine how much length to remove, will be approximately 6" (pictured below).



- 8) Cut hose to length with appropriate cutters (cutters not shown) and insert into the rear fitting of the Double Check Valve (pictured below).





Fontaine Modification Work Instructions

Page
5 of 11

Rev #
-

Department:
Warranty

WI Number:
05-04-12-02

WI Name:

Inspection and Repair Procedure for UD Dual Drive Air Brake Plumbing

Creator Name and Title:

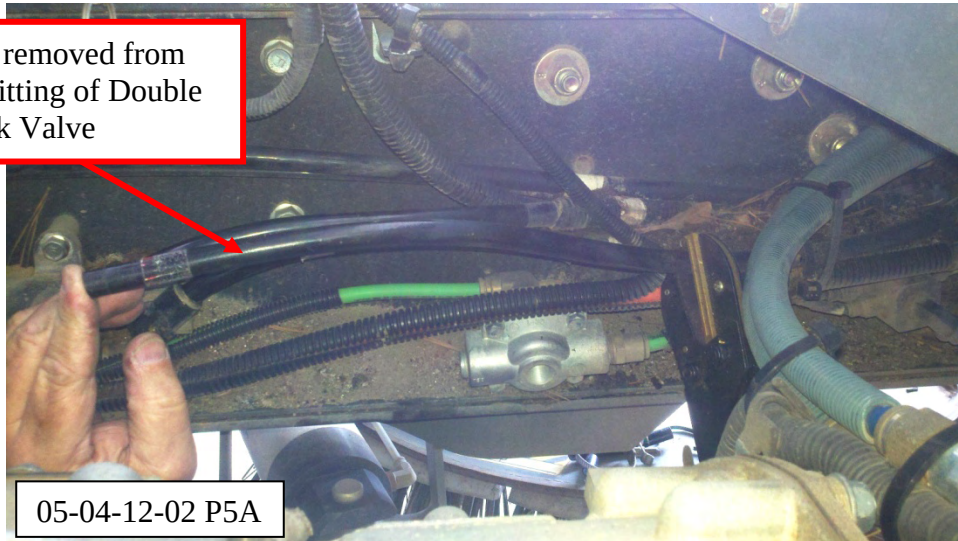
Kevin Barkley / Warranty – QA Manager

Manager Approval:

Dan Jaynes – VP Prod Development , Quality

- 9) Obtain hose removed from the rear fitting of the Double Check Valve and cut off 12” from the end of the hose with appropriate hose cutters (as pictured below) discard this piece of hose.

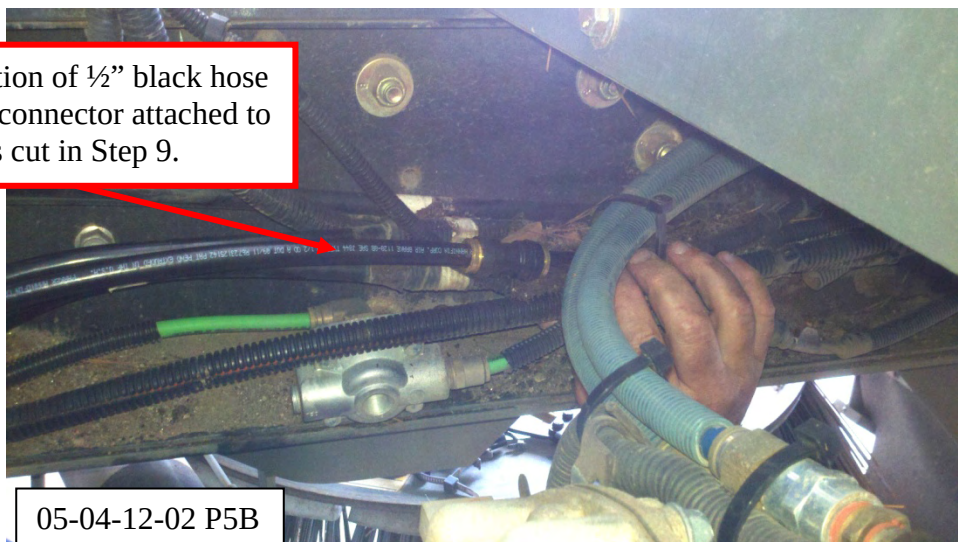
Hose removed from
rear fitting of Double
Check Valve



05-04-12-02 P5A

- 10) Obtain a 18” length of new ½” black air hose (provided in “UD Brake Line Rework Kit”) and install a ½” PTC coupler (provided in “UD Brake Line Rework Kit”) onto one end of the new section of hose.
- 11) Attach the new section of hose and PTC connector to the hose that was cut in Step 9

New 18” section of ½” black hose
and ½” PTC connector attached to
hose that was cut in Step 9.



05-04-12-02 P5B



Fontaine Modification Work Instructions

Page
6 of 11

Rev #

-

Department:
Warranty

WI Number:
05-04-12-02

WI Name:

Inspection and Repair Procedure for UD Dual Drive Air Brake Plumbing

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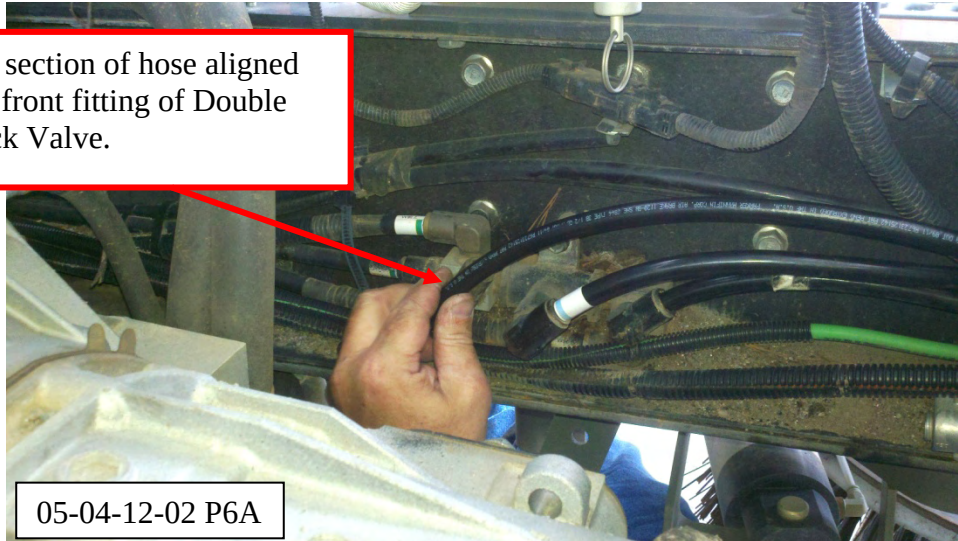
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Manager Approval:

Dan Jaynes – VP Prod Development , Quality

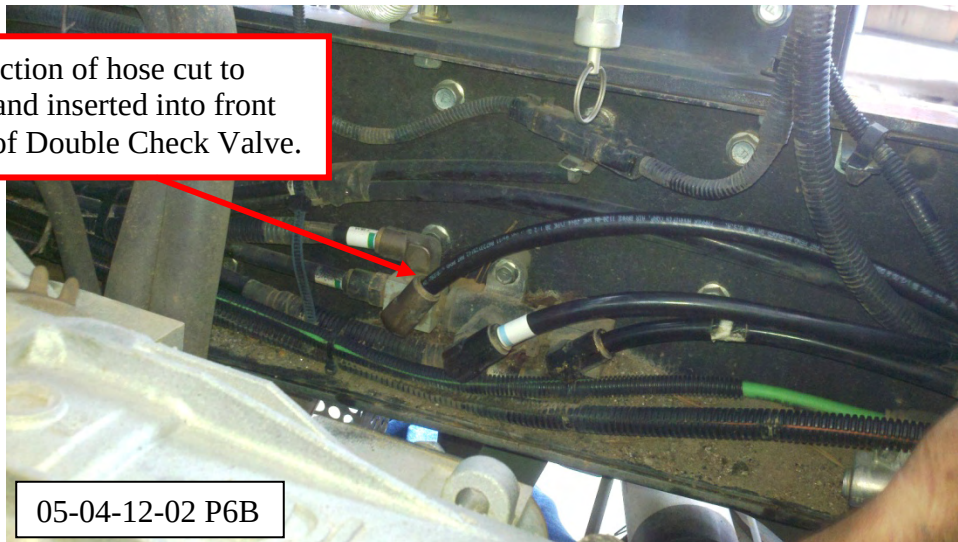
- 12) Align new section of hose from above step with the front fitting of the Double Check Valve to determine how much length to cut off (as pictured below).

New section of hose aligned with front fitting of Double Check Valve.



- 13) Cut new section of hose to proper length using appropriate cutters and insert hose into the front fitting of the Double Check Valve (as pictured below).

New section of hose cut to length and inserted into front fitting of Double Check Valve.





Fontaine Modification Work Instructions

Page
7 of 11

Rev #

-

Department:
Warranty

WI Number:
05-04-12-02

WI Name:

Inspection and Repair Procedure for UD Dual Drive Air Brake Plumbing

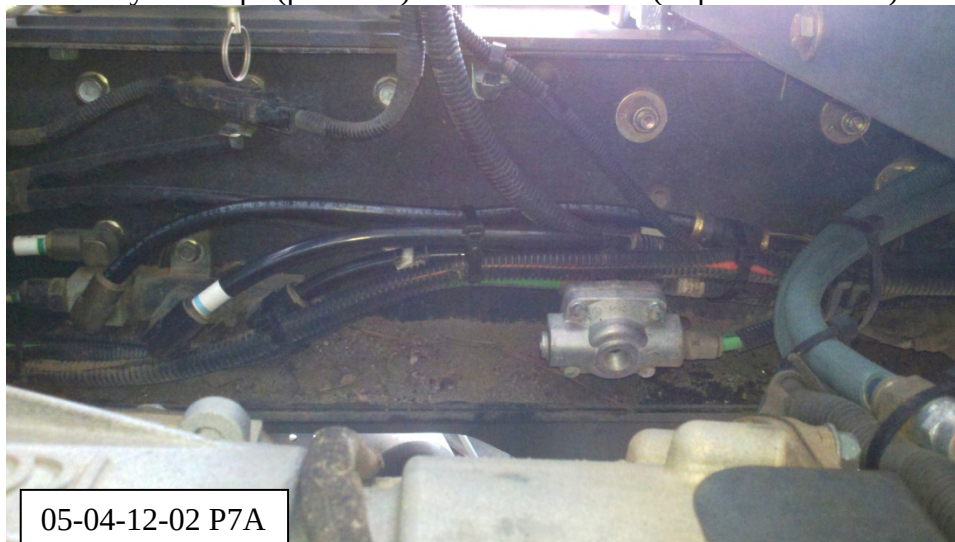
Creator Name and Title:

Kevin Barkley / Warranty – QA Manager

Manager Approval:

Dan Jaynes – VP Prod Development , Quality

14) Add necessary tie straps (provided) to secure air lines (as pictured below).



This concludes the rework at the Double Check Valve.

Fontaine Modification will pay 1.5 hours to complete the rework at the Double Check Valve.

Next steps will be performed at the RH Foot Valve (see pages 8 – 11)

Note: On 2008 MY trucks, the next steps **IF REQUIRED will be done at the LH foot valve. No photos are available showing rework at the LH foot valve. It is similar to instructions for RH foot valve.*



Fontaine Modification Work Instructions

Page
8 of 11

Rev #

-

Department:
Warranty

WI Number:
05-04-12-02

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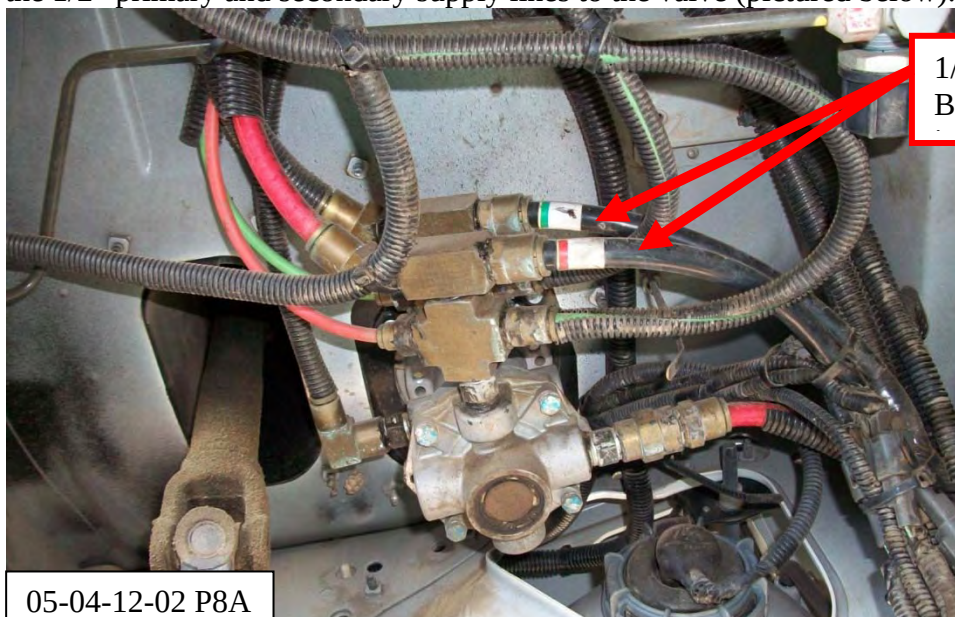
Kevin Barkley / Warranty – QA Manager

Manager Approval:

Dan Jaynes – VP Prod Development , Quality

Repair Procedure for Reconnecting Air Lines at RH Foot Valve

- 1) Chock the wheels to ensure the vehicle does not roll during this procedure.
- 2) Drain all air pressure from primary and secondary system.
- 3) Tilt cab up for access to RH foot valve.
- 4) Remove RH inner fender.
- 5) Locate air lines coming to RH foot valve. Some zip ties or clamps may have to be removed to facilitate reconnecting the air lines.
- 6) Locate the 1/2" primary and secondary supply lines to the valve (pictured below).



1/2" Supply Lines
Before Repair

FOOT VALVE on RH side –
Cab in 'UP' position



Fontaine Modification Work Instructions

Page
9 of 11

Rev #
-

Department:
Warranty

WI Number:
05-04-12-02

WI Name:

Inspection and Repair Procedure for UD Dual Drive Air Brake Plumbing

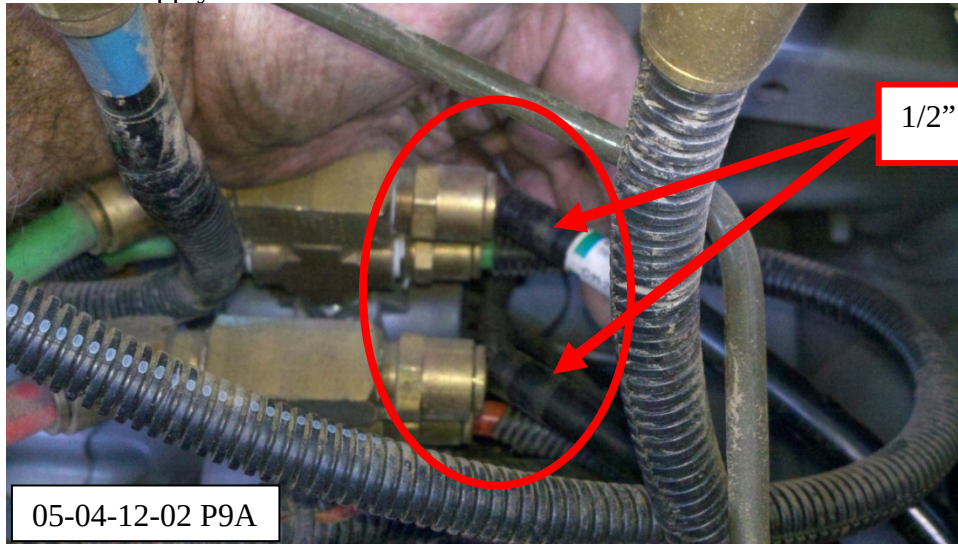
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Kevin Barkley / Warranty – QA Manager

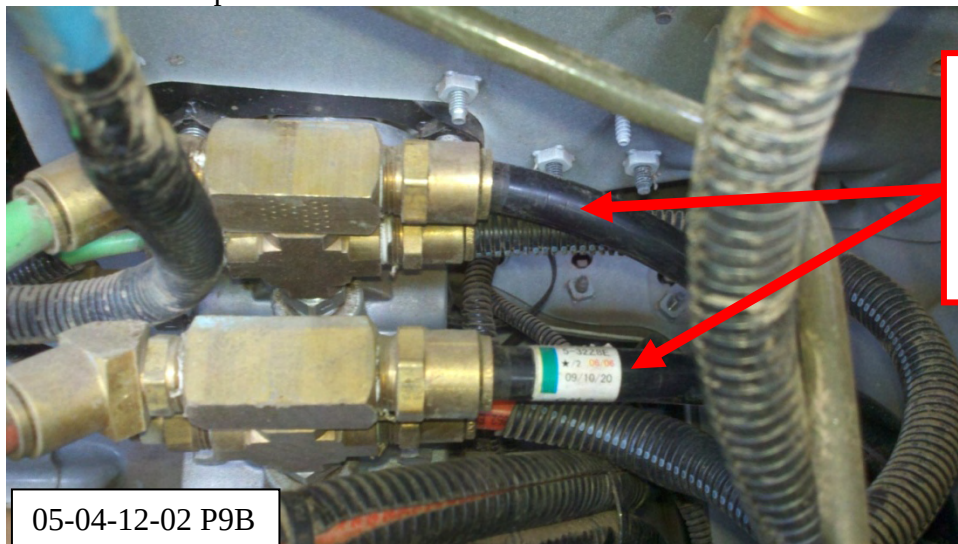
Manager Approval:

Dan Jaynes – VP Prod Development , Quality

- 7) Remove the two supply lines from the valve.



- 8) Insert the supply line previously connected to the upper portion of the valve into the connector on the lower portion of the valve. If label is still present, this line would have a white label with green stripe.
- 9) Insert the supply line previously connected to the lower portion of the valve into the connector on the upper portion of the valve. If label is still present, this line would have a white label with red stripe.





Fontaine Modification Work Instructions

Page
10 of 11

Rev #
-

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Warranty

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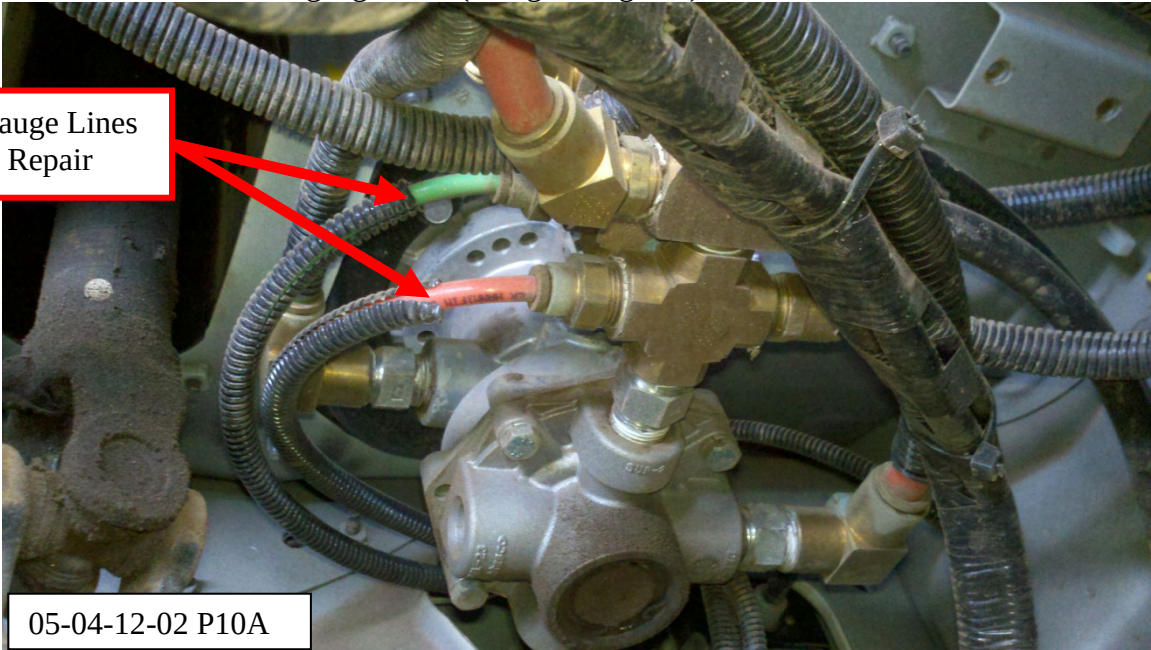
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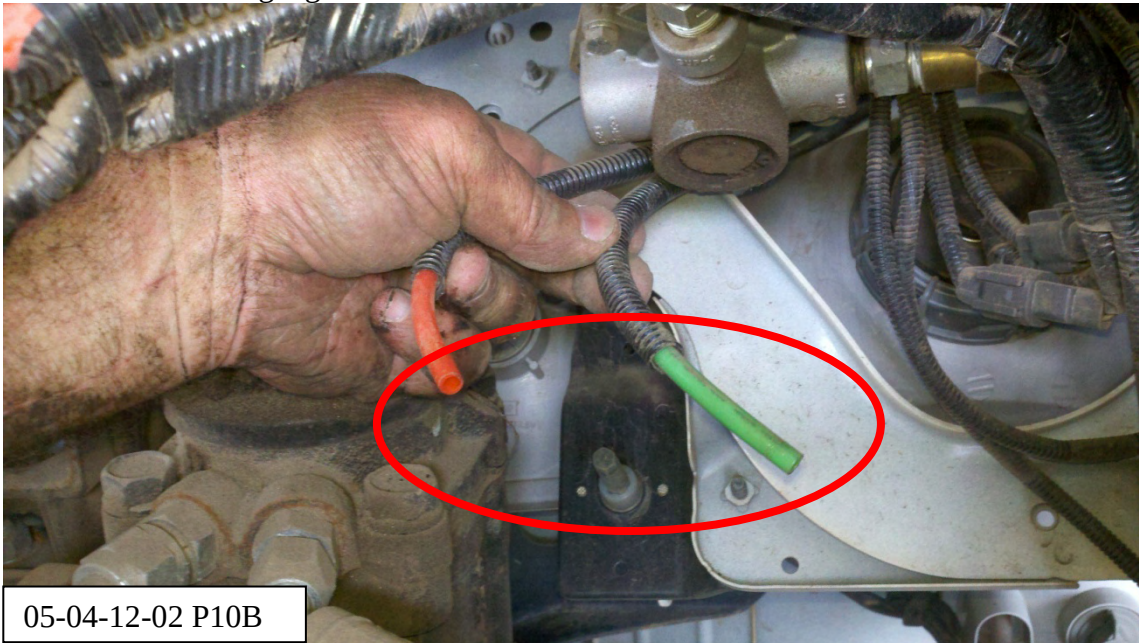
Dan Jaynes – VP Prod Development , Quality

10) Locate the two 1/4" air gauge lines (orange and green) connected to the RH foot valve.

1/4" Gauge Lines
Before Repair



11) Remove the two air gauge lines from the valve.





Fontaine Modification Work Instructions

Page
11 of 11

Rev #

-

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Warranty

WI Number:
05-04-12-02

WI Name:

Inspection and Repair Procedure for UD Dual Drive Air Brake Plumbing

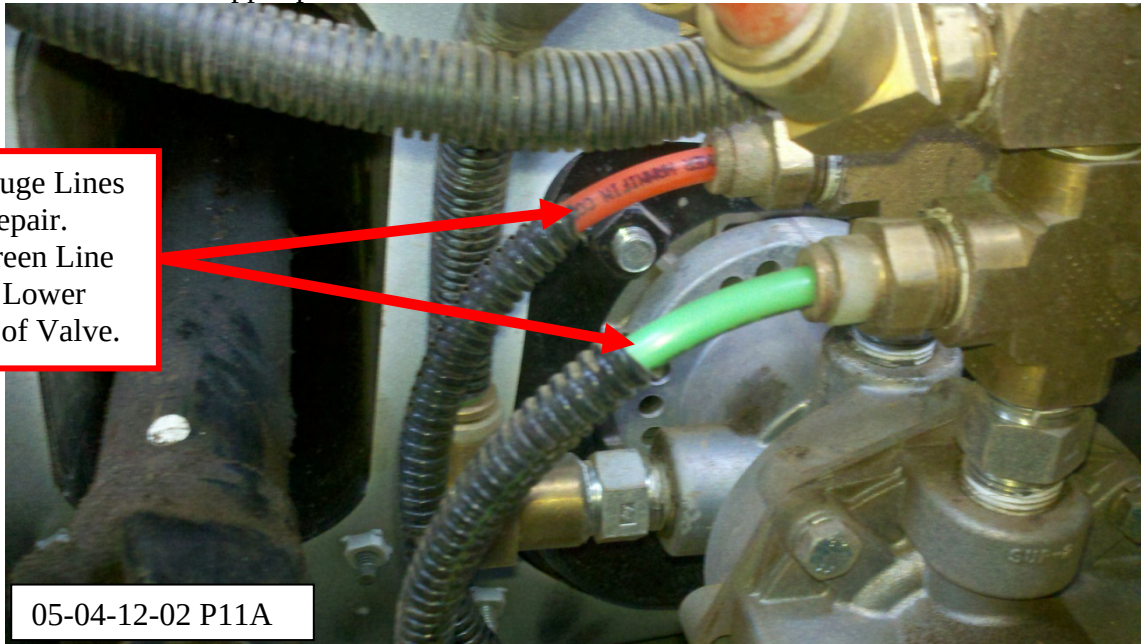
Creator Name and Title:

Kevin Barkley / Warranty – QA Manager

Manager Approval:

Dan Jaynes – VP Prod Development , Quality

- 12) Insert the green line (previously connected to the upper portion of the valve) into the connector in the lower portion of the valve.
- 13) Insert the orange line (previously connected to the lower portion of the valve) into the connector in the upper portion of the valve.



- 14) Replace any zip ties and clamps that were removed to ease reconnections.
- 15) Reinstall RH inner fender.
- 16) Lower cab, and verify latch is secure.
- 17) Repeat initial test procedure to verify the system has been corrected.

Fontaine Modification will pay 1.5 hours to complete the rework at the RH foot valve.

Call Fontaine Modification with questions:
704-409-1614