

SERVICE BULLETIN



UTILITY TRAILER MANUFACTURING CO.

SB-08-200

Issue date: **07/20/2016**

IMPORTANT NON-COMPLIANCE EQUIPMENT RECALL NOTICE – Dealer Notification

Subject: BENDIX SR-5 VALVE Recall – INTERIM NOTIFICATION

UTM Reference: #410219

This is to inform you that Utility Trailer Manufacturing Company notified the National Highway Traffic Safety Administration (NHTSA) of the start of a voluntary Non-Compliance campaign involving the Bendix® SR-5™ Spring Brake Valve which was installed on Utility trailers. The recall has been assigned number **16E045**.

A copy of the Bendix® May 10, 2016, Defect and Noncompliance Information Report submission to NHTSA can be found on the NHTSA web site (www-odi.nhtsa.dot.gov) under recall number 16E045.

- Certain Dry Vans built between January 2014 and March 2016
- Certain Reefer Vans built between January 2014 and March 2016
- Certain Flat Beds Built between January 2014 and March 2016

Impacted Product:

This recall includes all Bendix® SR-5 trailer spring brake valves manufactured between January 1, 2014 and March 4, 2016. The SR-5 is a trailer only product so no powered vehicles (tractors) are impacted. This issue potentially affects any trailer that utilizes this valve. This action does not impact SR-5 spring brake valves manufactured prior to or after the stated dates. These valves may have been improperly machined which may cause the parking brake chamber to fail while the trailer is parked. If the parking brake chamber fails while the trailer is parked, the trailer may roll away, increasing the risk of crash or injury.

Please refer to the Bendix® Valve Identification Guideline enclosed with this document for complete details.

Applicable trailers can be identified in the WCS by the above reference number (**410219**) or by Trailer Serial Number. If you are unsure, contact Field Service Department at 800-423-6591.

SERVICE BULLETIN



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Part numbers OEM installed on Utility Trailers between the above dates:

Bendix® Part Number	Utility Part Number
K033086	03-9350-087
K033088	03-9350-052
K035724	03-9350-087

Part Numbers Supplied to the Aftermarket:

Bendix® Part Number				Bendix® Valve, Kit or Assembly
K035724	K033086	K033087	K033088	Bendix® SR-5™ Spring Brake Valve
K033089	K033090	K033091	108945	
5009738	109615	109616	109617	
109618	109619	109620	K033221	
K033222	K033223	K033224	K033225	
K033226	K035737	OR109615	OR109617	
5020216	5020218	5020245	5020246	Bendix® ABS Kit for Trailers (kit includes a SR-5 Spring Brake Valve)
801664	970748	970749	970750	
970751	970752	K070214	K070223	
K070278	K098097	K115592	K115593	

**** Please note:** All Aftermarket purchased/installed valves meeting the criteria (date range and valve identification) should be handled directly through Bendix®.

Problems Associated:

- Leak heard or observed at the supply (red) gladhand when uncoupled from the tractor
- If coupled to tractor, a leak may be heard from the exhaust of the park control valve or tractor pressure protection valve
- Slow to apply parking brake

If uncoupled, and the internal leakage presents itself, loss of air pressure in the trailer reservoir will result. If a high rate of leakage is observed from the supply gladhand or park control valve exhaust (as noted above), it is possible that the spring brakes will be slow to apply on the trailer. Note: this issue presents no impact on the tractor brakes.

SERVICE BULLETIN



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Next Steps:

Please review the attached Valve Identification Guide, Bendix summary of SR-5 recall and remedy. Bendix will supply dealers with 200 kits to ramp up a ready supply (ETA is early August). Utility PDC will stock the kits for resupply needs. Kits will contain a recall form that must be completed and submitted to Utility Warranty.

*Supplemental Service Bulletin will be distributed containing How-To remedy video, remedy "kit" contents, and instructions on how to process for reimbursement.

The following actions can be taken by vehicle owners until the remedy kits are available:

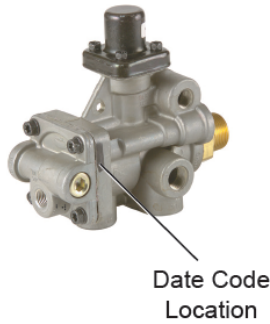
- When parking, drivers should **always use** the yellow "PARKING BRAKE" button to assure both the tractor and trailer (including yard tractors) are parked: **do not** park your vehicle using only the red "TRAILER AIR SUPPLY" button.
- **SPECIAL NOTE FOR IN-YARD MANEUVERING:** Park vehicle on level surfaces, lower the fifth wheel and ensure the landing gear is in contact with the ground prior to pulling away. As an additional precaution, wheel chocks are recommended.

Any questions regarding this service bulletin should be directed to Utility's Field Service Department at 800-423-6591.

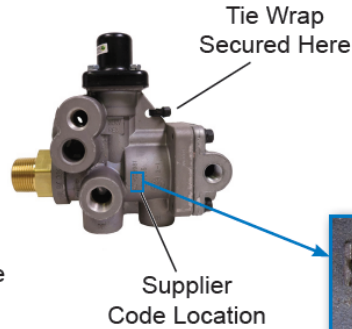
Field Service Department
UTILITY TRAILER MANUFACTURING COMPANY

Action Required For Identifying the Recalled Bendix® SR-5™ Valve

How do I know if the valve has been replaced on my vehicle?



Bendix® SR-5™ Valve



To verify that the Bendix® SR-5™ valve has been repaired per the recall campaign, look for the presence of a black or green tie wrap secured to the valve body. **No further action is required.**

Green Tie Wrap
(supplied in recall repair kit)

Identifying SR-5 valves covered in this field action

Valve Identification

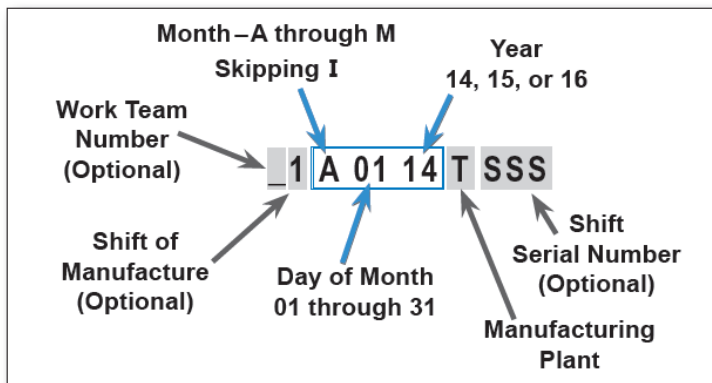
The Bendix SR-5 valves covered by this campaign can be identified by the supplier code and the date of manufacture located on the valve body. Verification of both is required to determine if the valve is a part of the campaign. Valves covered by this campaign must meet the following criteria:

1. The supplier code—"IKD"—cast in the body and located as shown in the illustration above; and
2. The date of manufacture between January 1, 2014 and March 4, 2016, inclusive. To verify the date code see *Interpreting the Date Code* below.

Interpreting the Date Code

A date code is stamped (not cast) on the SR-5 valve body housing. *Locate the date code – removing the paint coating, if necessary – to read the code.* Disregard the Work Team Number, Shift of Manufacture, Manufacturing Plant and Shift Serial Number codes shown in gray below. The portion of the date code that determines the date of manufacture is highlighted and can be interpreted as follows:

- The first field is the month (A=January, B=February, etc. – excluding the letter I – so that J=September, and so on),
- The next two fields are the day of the month (e.g. 01 = 1st); and
- The next two fields are the year (e.g. 14=2014)



Valves included in this field action were manufactured during the period:

January 1, 2014 through March 4, 2016

That is, A0114T through C0416T

For recall support, call the Recall Assistance Center at 1-877-345-9526
8 a.m. – 5 p.m. Monday – Friday EDT

For technical support, call the Tech Team at 1-800-AIR-BRAKE (1-800-247-2725)
8 a.m. – 6 p.m. Monday – Thursday and 8 a.m. – 5 p.m. Friday EDT

Bendix SR-5 Trailer Spring Brake Relay Valve Recall

July 2016



- Issue Description
- Symptoms on Affected Trailers
- Root cause
- Production & Field Solutions
- Status – Timing of remedy



Issue Description

From NHTSA Web Portal

Describe the defect:

Certain SR-5 Trailer spring brake valve bodies were machined without a radius (Internal check valve seat)

Describe the cause:

During transition to a new valve body supplier, a radius dimension was inadvertently omitted from a revised engineering drawing.

Describe the safety risk:

Under certain conditions (primarily off-highway or in trailer yards) there can be a delay in the application of the spring brakes to park the trailer after the operator pulls the dash valve button. This slow to park condition could lead to trailer roll away after decoupling from the tractor.

Impacted Product

This recall includes all Bendix SR-5 trailer spring brake valves manufactured between January 1, 2014 and March 4, 2016.

No Accidents or Injuries Reported or Claimed



Symptoms on Affected Trailers

If the internal leakage develops in the SR-5, a leak can be heard or observed. This leakage will continue until the trailer reservoirs & spring brake chambers are depleted of air pressure.

If coupled to a tractor, a leak may be heard from the exhaust of the dash valve (Bendix® MV-3™ dash control valve) or from the tractor protection valve.

If uncoupled, a leak may be heard at the supply (red) gladhand on the trailer.

Additionally, if uncoupled & the internal leakage is present, there will be a loss of air pressure in the trailer reservoir, resulting in the eventual parking of the brakes. ‘Slow to apply’ condition can range from 30 seconds to several minutes depending on the severity of the leak (compared to <3 second compliance requirement)

Lastly, empty reservoir may impact the function of other air powered features on the trailer, such as slider locking pins, if so equipped.

Bendix observations from discussions @ Impacted Fleet Customer

- Driver reported trailer “following switcher tractor” during de-couple
- Fleet reported one event at dock where trailer moved, causing dock plate bridge (used by tow motor to enter trailer) to marginally contact trailer.
- Fleet owner viewed issue as a safety concern - Risk of tow motor dislodging bridge.
- Common switcher operator practice is to only set the trailer brakes to minimize cycle time
- Switcher trailer combinations vulnerable to roll prior to landing gear touchdown if SR5 is from date range & certain other conditions (system pressures, etc.) are present & tractor (yellow button) is not used.

Interim Recommended Actions:

1. **Ensure use of Power unit parking during decoupling (Yellow Button)**
2. **Ensure Landing Gear contact with Ground prior to Pull away.**
3. **Usage of Wheel Chocks**
4. **Park on Level Ground**



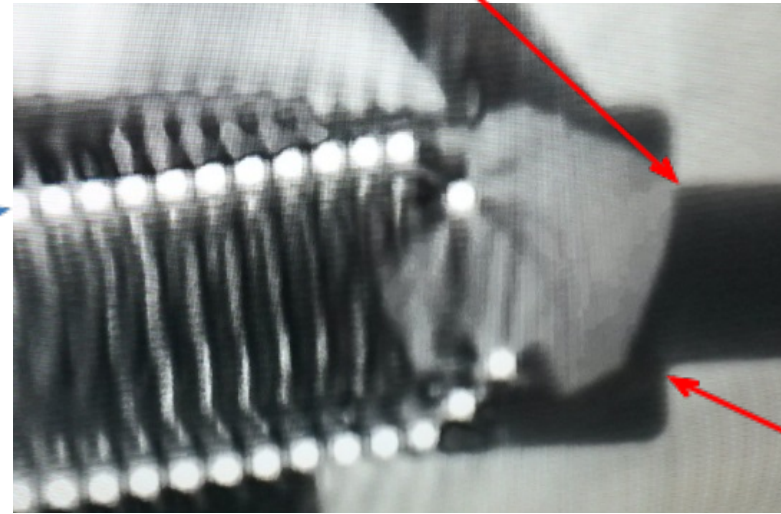
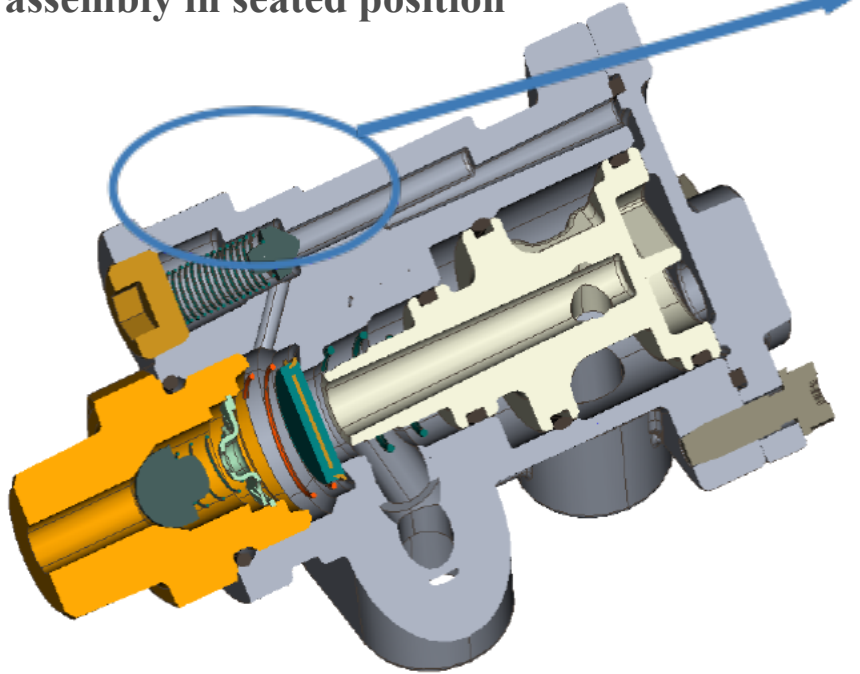
Root cause

Missing Radius on Aluminum valve Body

When combined with certain field conditions – causes misalignment of internal Check Valve

Caught on Sharp Edge

Sectional view of check valve assembly in seated position



Missing Radius on Valve Body



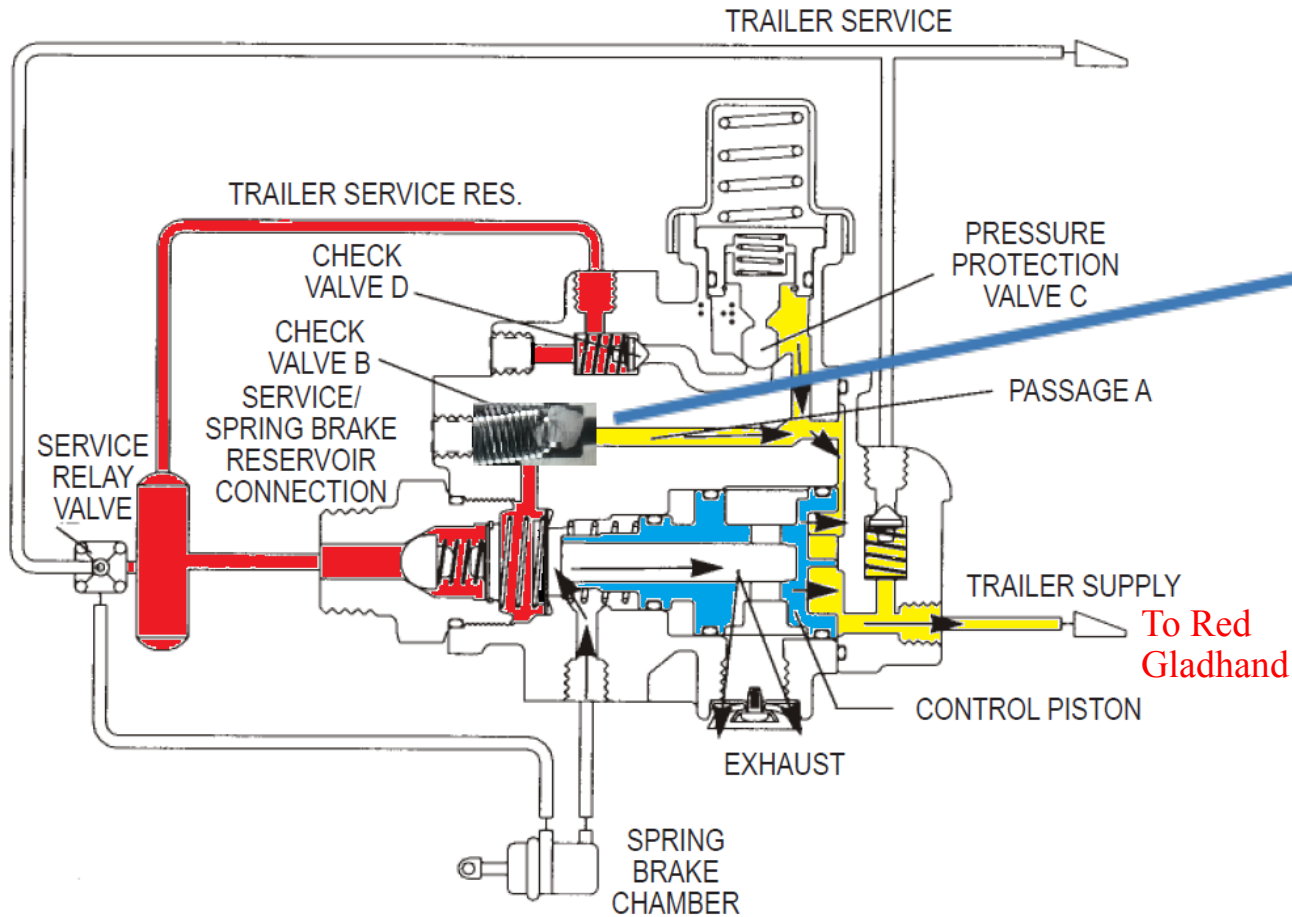
Check Valve seat
(Radius Present / Radius Not Present)

If Valve becomes Misaligned, Leakage can be Large enough to cause 'Slow to Park'

Root cause

Missing Radius on Aluminum valve Body

When combined with certain field conditions – causes misalignment of internal Check Valve



If Leakage is present (& large enough), the leaking air provides enough back pressure on the main control piston (**BLUE**) to prevent normal movement.

If the main piston does not move, immediate exhaust (<3 seconds) cannot happen.

This is how the leakage from the check valve is causing the 'slow to park' condition.

Once leakage fully exhausts tank pressure, the backpressure drops, the main piston moves & the trailer parks.

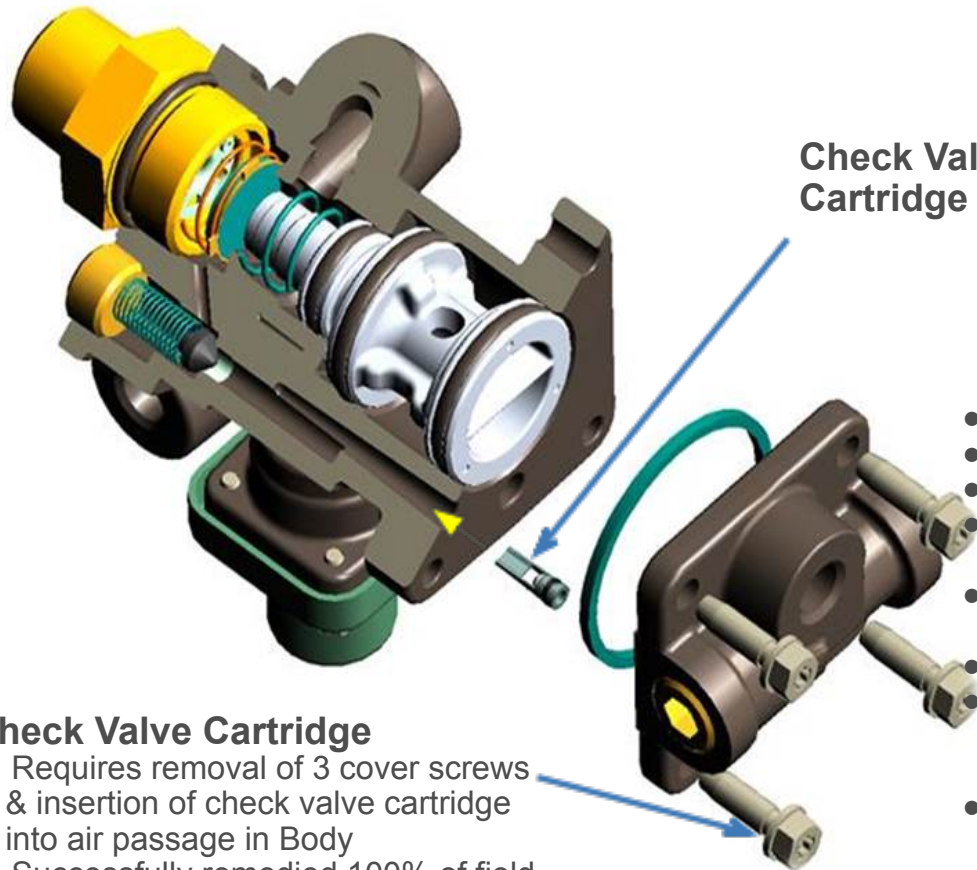
Missing Radius (combined with other conditions) can cause leakage – preventing immediate parking



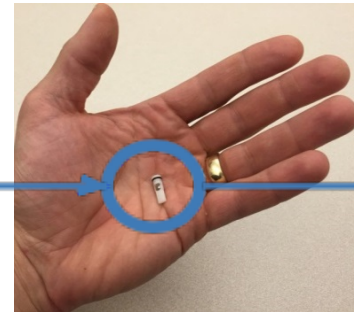
Solution

Production Remedy - Re-introduce Radius on Valve Body (Began on Mar 4, 2016)

Field Remedy – Field Rework Procedure to insert a Redundant Check valve cartridge in air passageway. Procedure will not require removal & replacement of SR-5.



Check Valve Cartridge



Check Valve Cartridge

- Requires removal of 3 cover screws & insertion of check valve cartridge into air passageway in Body
- Successfully remedied 100% of field returns w/ issue.

Field Remedy Kit

- Fully Validated as of June 15 2016
- Bendix is in process of production ramp up of kit
- Target Kit Release Date – August 2016
- Follow-up Recall letters for both OE & AM customers will be mailed in late July, early August & will include:
 - Details on Identification of affected valves (Date codes)
 - Details for Kit ordering
 - Recall claim form – to track Trailer VIN's per NHTSA recall requirements & ensure reimbursement
 - Installation instructions (Including Video on website)
 - Post installation Identification (tie wrap on valve)

