McNeilus

SAFETY NOTICE

VSR-TSB-017

NHTSA Campaign Number: 17V-228

Vehicle Safety Recall - Technical Service Bulletin

PROMPT ACTION REQUIRED

Attention:	McNeilus Product Owner
Subject:	Autocar® ACX with Cummins ISX12G engine and Peterbilt® 320 with Cummins ISX12G engine
Models Affected:	Rear Loader Standard 10, Rear Loader HD 11, Rear Loader XC 13, Rear Loader 3.5 HD 16, Atlantic Front Loader 29, Zero Radius Side Loader 48, AutoReach Side Loader 49, Pacific Ultra Front Loader 76, Contender Front Loader 87, Bridgemaster Mixer 93, Standard Mixer 90
Model Years:	2014 - 2016
Bulletin Date:	April 2017

Purpose:

Certain McNeilus Refuse and Rear Discharge Mixer vehicles were built with the incorrect fuel line fitting on a Cummins ISX12G engine CNG fuel filter. An SAE threaded fitting for the fuel line was installed instead of a metric threaded fitting. Installing the incorrect fitting may result in insufficient thread engagement of the fuel line fitting to the CNG engine fuel filter, which could lead to a fuel leak. This bulletin outlines how to replace the incorrect fitting with the correct fitting.

Affected Vehicles:

The affected vehicle population is certain McNeilus Refuse and Rear Discharge Mixers (see model list above) with Cummins ISX12G engines and with vehicle exit factory dates of March 2014 to January 2016. Please refer to the attached VIN list of affected vehicles.

Time Completion:

Upon receipt of the parts, complete the enclosed inspection and replacement of a low pressure filter inlet fitting procedure for each affected unit. The time of accomplishment may vary due to a number of factors; however, the estimated time for completion of the procedure is 2.0 hours under normal circumstances.

Required Action:

Review and verify your ownership of all affected serial numbers of McNeilus vehicles. If McNeilus records indicate that you are the owner of one or more affected units, a Serial Number List is enclosed. **Please be reminded that it is a violation of Federal law for you to sell or lease the trucks covered by this notification until this recall has been performed on these vehicles. Substantial civil penalties apply to violations of this law.**

Reimbursement of Costs:

Affected units shall be repaired using the customer's own qualified service technicians - at no cost to the owner. The repairs should take approximately 2.0 hours.

Labor Reimbursement:

In order to receive credit, claims are to be submitted through the normal warranty claim system. Claims must be received within 30 days of the repair. Claims must include the McNeilus serial number of the truck, the customer asset number, and the number of this bulletin.

Parts Reimbursement:

Parts and ground shipping will be reimbursed to the customer. Parts necessary for this repair must be ordered from McNeilus Parts at 888-686-7278.

Claims are to be submitted through the normal warranty claim system. Claims must be received within 30 days of the repair. Claims must include the McNeilus serial number of the truck, the customer asset number, and this bulletin's number.

Contacts:

If you have questions or need further information, please contact a McNeilus National Service Representative at 888-686-7278.

Enclosures:

- Inspection and replacement of a low pressure filter inlet fitting procedure
- VIN List of Affected Vehicles

Tools and Equipment Required (Customer to supply own):

- 1-1/16" and 1-1/4" wrenches
- Torque wrench
- Standard leak detection equipment (such as Snoop®)
- Use appropriate Personal Protective Equipment (PPE) as required by your company.

NOTE:

A parts required list for parts to be purchased from McNeilus Truck and Manufacturing, Inc. is provided on the following pages of this bulletin. If, after inspecting the fitting, it is determined to have the incorrect fitting, purchase and install the required parts.

SAFETY NOTICE

Perform your company's Lockout/Tagout procedure. If your company does not have a Lockout/Tagout procedure, follow OSHA 1910.147 and 1910.146 Confined Space as appropriate.

Procedure A: Vehicle Preparation and Engine Confirmation

1. Place unit on a flat surface, block truck tires, and perform your company's Lockout/Tagout procedure. If your company does not have a Lockout/Tagout procedure, follow OSHA 1910.147 and 1910.146 Confined Space as appropriate.
2. Battery Disconnect Switch

   If your vehicle is equipped with a BATTERY DISCONNECT switch, it is located near the battery box. Use the battery disconnect switch when performing any maintenance so the vehicle cannot accidentally be started.

   1. Turn the battery disconnect switch (Figure A, Item 1) counterclockwise so the hole on the switch aligns with the hole in the bracket (Figure A, Item 2).
   2. Install the safety lockout device ring (Figure B, Item 1) through the holes on the battery disconnect switch and the bracket.
   3. Install a padlock (Figure B, Item 2) onto the safety lockout device ring, lock it, and put the key in your pocket. If more than one person is working on the vehicle, each person must install his or her own padlock.

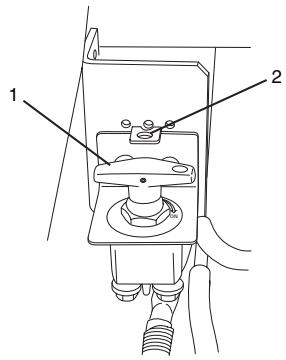


Figure A

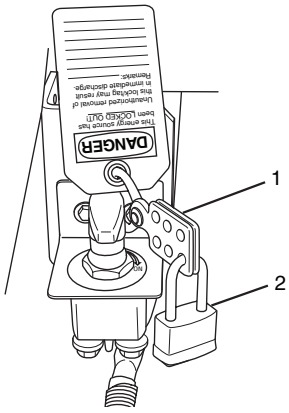


Figure B

Battery Cable Disconnect

If the vehicle is not equipped with a battery disconnect switch, disconnect the negative (black) battery cable first, then disconnect the positive (red) cable.

⚠ WARNING

For trucks without a battery disconnect switch, to prevent accidental vehicle start-up, which could cause death or serious injury, disconnect battery cables (negative cable first) before proceeding.

Disconnect negative (-) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury.

Confirm the Engine Type

Autocar ACX

Locate the chassis information decal located on the doorjamb. Confirm the engine model listed on the decal is a Cummins ISX12G.

If the vehicle engine is an ISX12G, proceed with the rest of this bulletin. If the engine type is not an ISX12G, this bulletin is not applicable. Reconnect the battery, remove Lockout/Tagout, and return the vehicle to service.

Figure 1

Peterbilt 320

Locate the chassis information decal located on the doorjamb. Confirm the engine model listed on the decal is a Cummins ISX12G.

If the vehicle engine is an ISX12G, proceed with the rest of this bulletin. If the engine type is not an ISX12G, this bulletin is not applicable. Reconnect the battery, remove Lockout/Tagout, and return the vehicle to service.

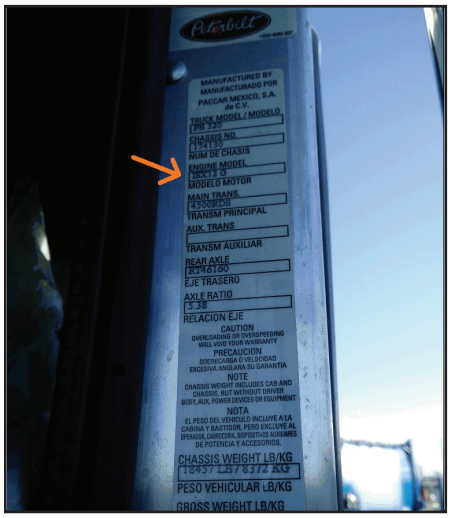


Figure 2

Procedure B: Inspecting the Filter Fitting

Autocar

Autocar ISX12G units may have been shipped with a SAE - 12 x #10 JIC 90 fitting at the filter (Figure 3). The SAE - 12 x #10 JIC 90 fitting does not fit into the housing correctly, allowing for a potential slow leak of CNG.

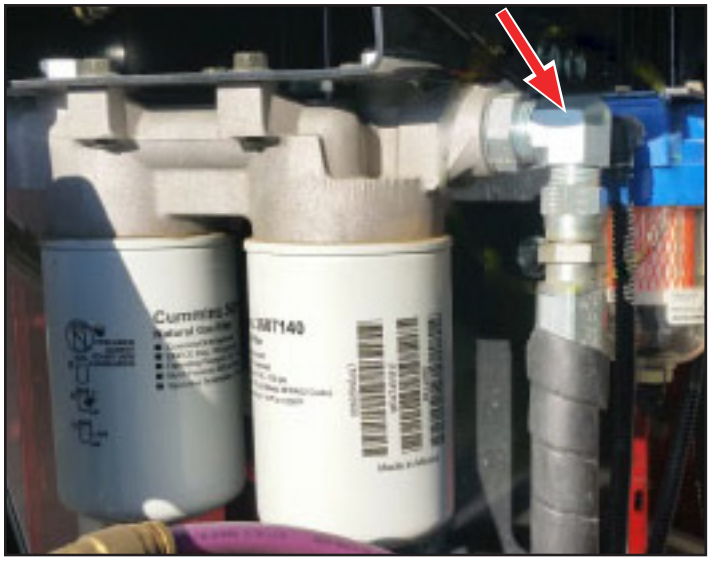


Figure 3

To determine if this fitting was used, inspect for the following items. The fitting must be replaced if, at a minimum, one of these items appears on the fitting.

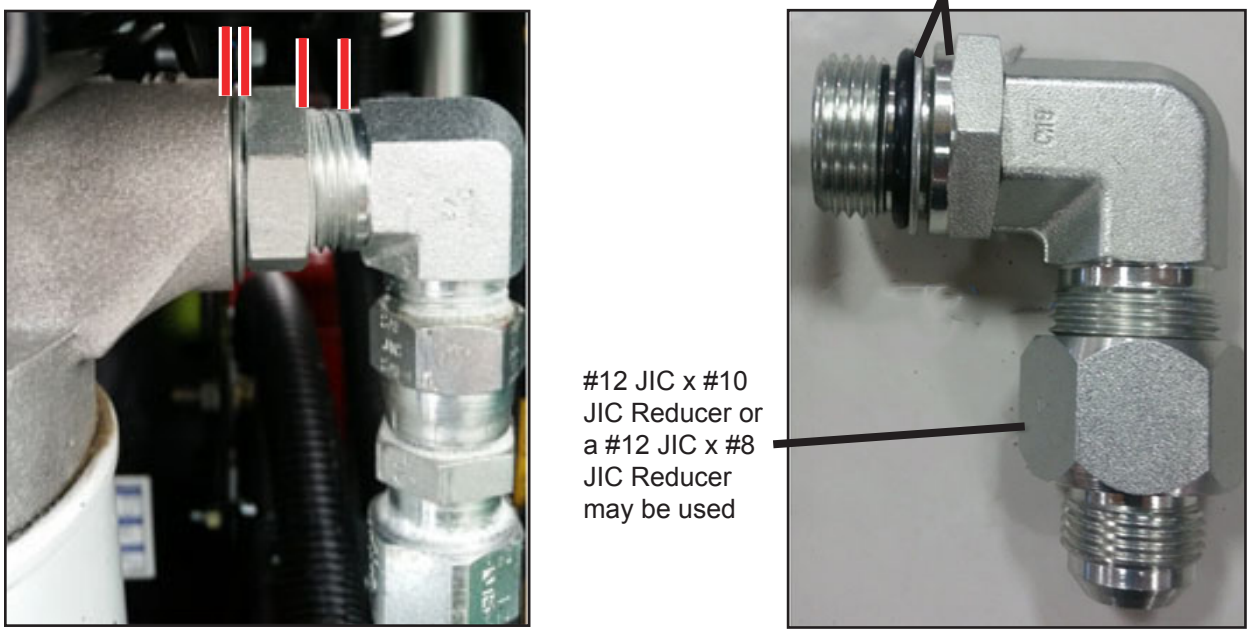
- The fitting will only thread into the housing approximately four threads and then bind (Figure 4).
- It is not possible to position the fitting to allow for hose routing angles (Figure 4).
- The swivel nut and washer are forced against the last thread distorting the washer (Figure 4).

Incorrect Fitting
SAE - 12 x #10 JIC 90

Washer has cone shaped distortion
3 to 4 threads showing

Correct Fitting
M27 x 2.0 x #12 JIC

No washer distortion
0 to 2 threads showing when installed



#12 JIC x #10 JIC Reducer or a #12 JIC x #8 JIC Reducer may be used

Figure 4

Peterbilt

Peterbilt ISX12G units may have been shipped with a brass M27 x 2.0 x #10 JIC 45 or a SAE - 12 x #10 JIC 90 fitting at the filter (Figure 5). Both the brass M27 x 2.0 x #10 JIC 45 and SAE - 12 x #10 JIC 90 fitting do not fit into the housing correctly, allowing for a potential slow leak of CNG. See Figure 7 for an image of the correct fitting.

Figure 5

To determine if this fitting was used, inspect for the following items. The fitting must be replaced if, at a minimum, one of these items appears on the fitting.

- The fitting is brass (Figure 6).
- The fitting will only thread into the housing approximately four threads and then bind (Figure 6).
- It is not possible to position the fitting to allow for hose routing angles (Figure 6).
- The swivel nut and washer are forced against the last thread distorting the washer (Figure 6).

Incorrect Fitting
Brass M27 X 2.0 X #10 JIC 45

Incorrect Fitting
SAE - 12 X #10 JIC 90

Washer has cone shaped distortion
3 to 4 threads showing

Figure 6

Correct Fitting for Peterbilt
M27 x 2.0 x #12 JIC

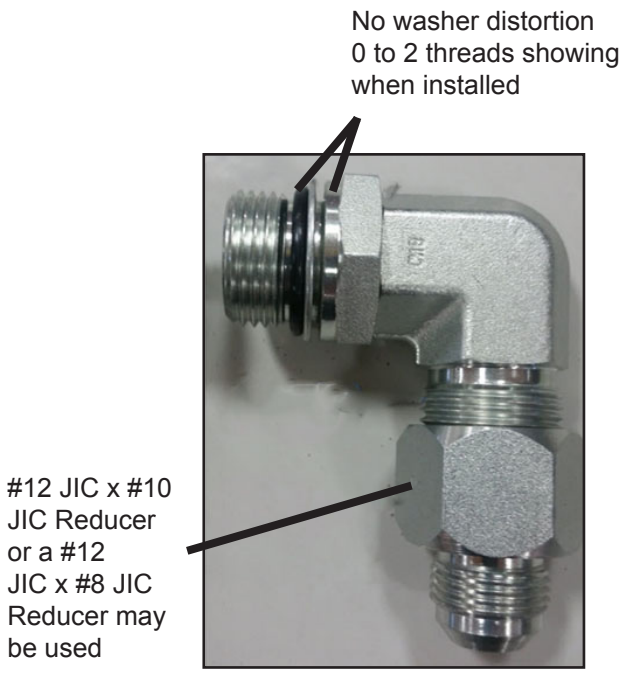


Figure 7

Procedure C: Replacing the Fuel Filter Fitting

Parts Required per Truck:

Purchase parts from McNeilus Truck and Manufacturing, Inc. at 888-686-7278.

Item	Part Number	Description	Qty.
1	1546290	FTG, 90, 12 FL - M27 BOSS MM	1
2	1260596	FTG, ST 12 JIC - 8 JIC FM ST REDUCER (NGEN McNEILUS SYSTEM)	1
	1355170	FTG, ST 12 JIC - 10 JIC FM ST REDUCER (AGILITY SYSTEM)	

1. Turn the valves on each CNG tank to the OFF position.
2. Run the engine until it quits.
3. Attempt to start the vehicle again. If it starts, let it run until it stalls again.
4. Check the high pressure gauge is below 500 psi.
5. Turn off the manual shut-off valve on the CNG fuel box.
6. Attempt to start the vehicle again. If it starts, let it run until it stalls again.
7. Remove the low pressure hose from the fitting using a 1” open end wrench. Use a 1-1/4” wrench to carefully remove the fitting from the filter housing. Discard the fitting.
8. Use a 1-1/16” wrench and a 1-1/4” wrench to install the correct fitting (P/N 1546290) and reducer (if Ngen McNeilus system use reducer P/N 1260596 or if Agility system use reducer P/N 1355170) to the filter. Attach the hose using a 1” wrench.
9. Use a torque wrench to torque to the follow values as appropriate:

   #12 JIC flare = 84 ft-lbs

   #10 JIC flare = 60 ft-lbs

   M27 O-ring boss = 100 N•m~70 ft-lbs.
10. Turn the valves on each CNG tank to the ON position and turn the manual shut-off valve on the fuel box to the ON position.

11. Start truck to allow the solenoid valve in the fuel box to open, pressurizing low-pressure hose and plumbing.
12. Conduct a standard leak detection test using standard leak detection equipment (such as Snoop®) and methods on all connections modified by this procedure.
13. When leak detection test is completed and no leaks are present, procedure is complete.
14. Remove your company's Lockout/Tagout per your company's procedure. If your company does not have a Lockout/Tagout procedure, follow OSHA 1910.147 and 1910.146 Confined Space as appropriate.
15. Return truck to service.

Continuous Improvement:
The change included in this bulletin is part of the McNeilus® Continuous Improvement Process.

McNeilus® Company's quality policy is Providing Customer Satisfaction through Innovative Products, Dedicated Service, and a constant focus on Continuous Improvement.

"The Customer is our Boss!"

STREET SMART SERVICE BY McNEILUS

(888) 686-7278

www.streetsmartparts.com