



IMPORTANT SAFETY RECALL

This notice applies to your vehicle. Refer to the provided list.

NHTSA Recall Number: 25V509

Altec Identifier: CSN-3242

October 3, 2025

Dear Altec Owner,

For US owners, this notice is sent to you in accordance with the *National Traffic and Motor Vehicle Safety Act*. For Canadian owners, this notice is sent to you in accordance with the requirements of the *Motor Vehicle Safety Act*. This is to inform you that your vehicle may contain a defect that could affect the safety of a person.

Altec Industries, Inc. has decided that a defect which relates to motor vehicle safety exists in certain AP45A units mounted on Kenworth chassis built from September 2023 through May 2025. These units could have a loose connection in the air brake lines causing the emergency brakes to engage, **increasing the risk of death or serious injury**.

Refer to the included notice for the items covered under the Altec Warranty Policy. If you had this repair performed before you received this notice, you may be eligible to receive reimbursement for the cost of obtaining a pre-notification remedy of the problem associated with this recall.

Compare your unit's identifying information with the provided list to verify your unit is affected. You may also contact Altec or view your fleet through Altec Connect to determine if there are any other outstanding notices.

The inspection and repair, consisting of replacing loose fittings, can be performed by a qualified person, or you may contact Altec for further assistance. The inspection is expected to take 1 hour to complete. The repair is expected to take 30 minutes to complete. All work will be performed at no charge to the customer when presented for repair.

Please be aware that Altec Service will not service units over 25 years old, as indicated by the unit's serial number. If your unit has reached 25 years since manufacture, Altec Service will not carry out the work described in this notice. This work must be performed by a qualified person and is covered by the listed warranty considerations.

If your model is on the obsolete list, it has reached Altec's recommended end of product life, and Altec recommends removing it from service. Warranty coverage for obsolete units addressed in this notice will not apply. Unit status for End of Service or End of Product Life will be included with the provided unit list.

If you have sold or retired the unit, update the records through Altec Connect. If you have leased this equipment to another person or company, you are required by Federal Law to forward a copy of this notice to the lessee by first class mail within ten (10) days of the receipt of this notice.

For US owners: After contacting Altec, if you are still not able to have the safety condition remedied without charge and within a reasonable time, you may submit a complaint to: Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590 or call toll-free 888-327-4236 (TTY 888-275-9171) or go to <http://www.safercar.gov>.

For Canadian Owners: If you are still not able to have the safety condition remedied by your dealer within a reasonable time, please contact Altec.

We regret this inconvenience; however, we are taking this action in the interest of your safety and continued satisfaction with Altec products. Thank you for your immediate attention on this important matter.

Air Brake Lines Inspection

Units Affected: Certain AP45A units mounted on Kenworth chassis built from September 2023 through May 2025. Verify your unit is affected by reviewing the attached list or accessing Altec Connect.

Background: Altec has learned that the air brake lines on affected units could have a loose connection. A loose connection can result in loss of air pressure in the braking system causing the emergency brakes to engage, increasing the risk of death or serious injury.

**WARNING**

Death or serious injury could result from a vehicle crash. Loss of pressure in the air brake system could cause the emergency brakes to engage, bringing the vehicle to an unexpected stop. Confirm the air brake line connections are properly secured prior to operating the vehicle.

Customer Action: Upon receipt of this notice, inspect the air brake lines according to the Inspection Procedure beginning on page 2. Completing this work will determine if the air brake lines are properly secured or if they require repair.

If repair is required, order and install the Air Brake Line Fitting Kit, part number 991981768, or contact Altec to install this kit. Until the kit is installed, do not operate the vehicle.

Subsequent damage due to failure to perform the required action(s) in the time period allowed will not be covered by warranty.

Ask your service provider to check for any outstanding notices at your next appointment.

Requirements: The inspection is estimated to take 1 hour and 1 person to complete. The repair is estimated to take 30 minutes and 1 person to complete.

Completion and Warranty: The inspection and repair are covered under the Altec Warranty Policy and can be performed by Altec, the customer, or the customer’s warranty provider. Altec will perform the work for free at an Altec facility. If the customer or the customer’s warranty provider performs the work, a warranty claim must be submitted to be reimbursed for the cost of the parts and/or labor. Altec will allow up to \$90 for the labor to perform the inspection and up to \$45 for the labor to perform the repair. Customers are responsible for the travel costs of an Altec Mobile Service technician if the technician performs the work at the owner’s location.

Altec Contact Info:

Phone: 1-877-GO ALTEC (1-877-462-5832) — Altec Connect Customer Portal: altec.com/altec-connect/

Altec Use Only	
Inspection labor	1.5 hr (Service); 1.0 hr (Other)
Repair labor	1.0 hr (Service); 0.5 hr (Other)
Account #	010.0557.43156.000.9561.000
Travel	Not included
NHTSA code	90
Prime fail P/N	99086453
Kit instructions	074900996

Altec Use Only			
Description	Part No.	Qty	Warranty
Air Brake Line Fitting Kit (3/8")	991981768	1-11	Yes

Inspection Procedure: Normal mechanic’s hand tools are required for this inspection. A flowchart is included at the end of this procedure.

1. Read and understand all steps of the instructions before beginning the procedure. Wear appropriate personal protective equipment (PPE) following your employer’s requirements.
2. Position the unit on a level surface, apply the parking brake, and turn off the engine. Chock the wheels.
3. Without starting the engine, turn the key to the On position.
4. Firmly press and release the brake pedal repeatedly until you hear the release of air and the system is completely depressurized by reviewing the screen at the dash. The PSI should be at 1 or below.
5. Remove the key from the ignition, and secure it following your employer’s vehicle lockout/tagout procedure.
6. Locate the air tank (refer to Figure 1) and pull the latch to release any remaining air.
7. Throughout this inspection, record all results for each location in Figure 2. For each item list Pass, Fail, or N/A (only if not present or affected). It is easiest to complete every inspection step for a certain location before moving to another location.
8. There are 5 inspection locations with multiple fittings for each unit (refer to Figure 3). Location 1 varies if the unit is a 4x2 or 4x4, and Locations 2 and 3 may not be present if the unit does not have an air actuated pintle.



Figure 1 — Air Tank

#	Location	Fittings	Thread (1 or None = Pass)	Hose Cut (15° or Less = Pass)
1	4x2 - behind front wheel	a - 1/4"		
	4x4 - under side pack	b - 1/4"		
2*	Under body, above rear axle	c - 1/4"		
		d - 1/4"		
		e - 1/4"		
		f - 3/8"		
		g - 3/8"		
3*	Behind rear tow hitch plate	h - 1/4"		
4	Reel lifter	i - 1/4"		
		j - 1/4"		
5	Strand carrier	k - 1/4"		
		l - 1/4"		

*If your unit does not have an air actuated pintle, locations 2 and 3 will not be present.

Figure 2 — Inspection Results



Figure 3 — Inspection Locations

9. Complete a thread inspection on each fitting and record the results under Thread in Figure 2. Inspect each fitting and verify there is 1 or no threads showing (refer to Figure 4).
- If there is 1 or no threads showing for **all** fittings, no repair is required. Proceed to step 15.
 - If there is more than 1 thread showing on any of the fittings, proceed to step 10 for each affected fitting.

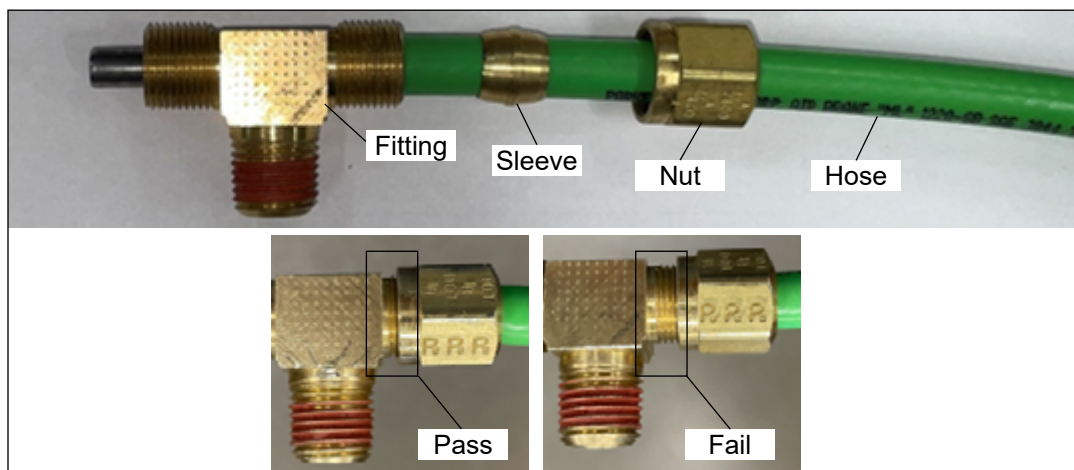


Figure 4 — Compression Fitting Inspection

10. On each fitting with more than 1 thread showing, remove the compression nut and hose from the fitting. Use Figure 5 to complete the below steps.
- If you are unable to remove the sleeve and the hose cut is 15 degrees or **less** from perpendicular, the sleeve achieved full compression. Proceed to step 12 and record Pass under the Hose Cut in Figure 2.
 - If you are unable to remove the sleeve and the hose cut is **more** than 15 degrees from perpendicular, proceed to step 11.
 - With the components removed, measure the hose cut angle.
 - a. If the cut angle is less than 15 degrees from perpendicular, record Pass under Hose Cut. Proceed to step 12.
 - b. If the cut angle is more than 15 degrees from perpendicular, proceed to step 11.

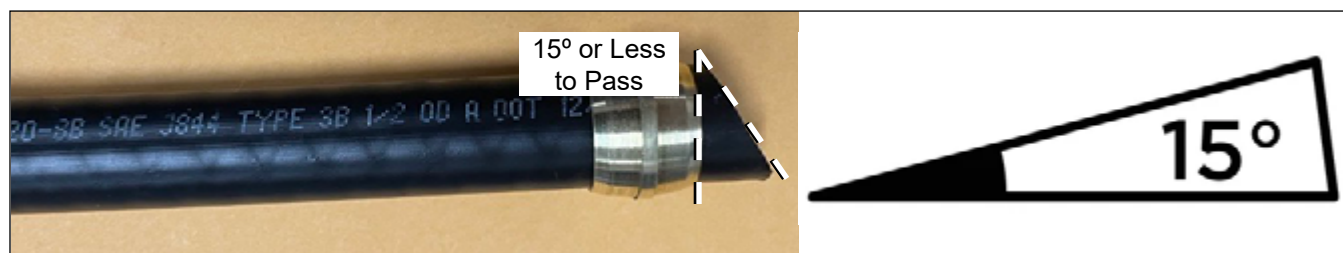
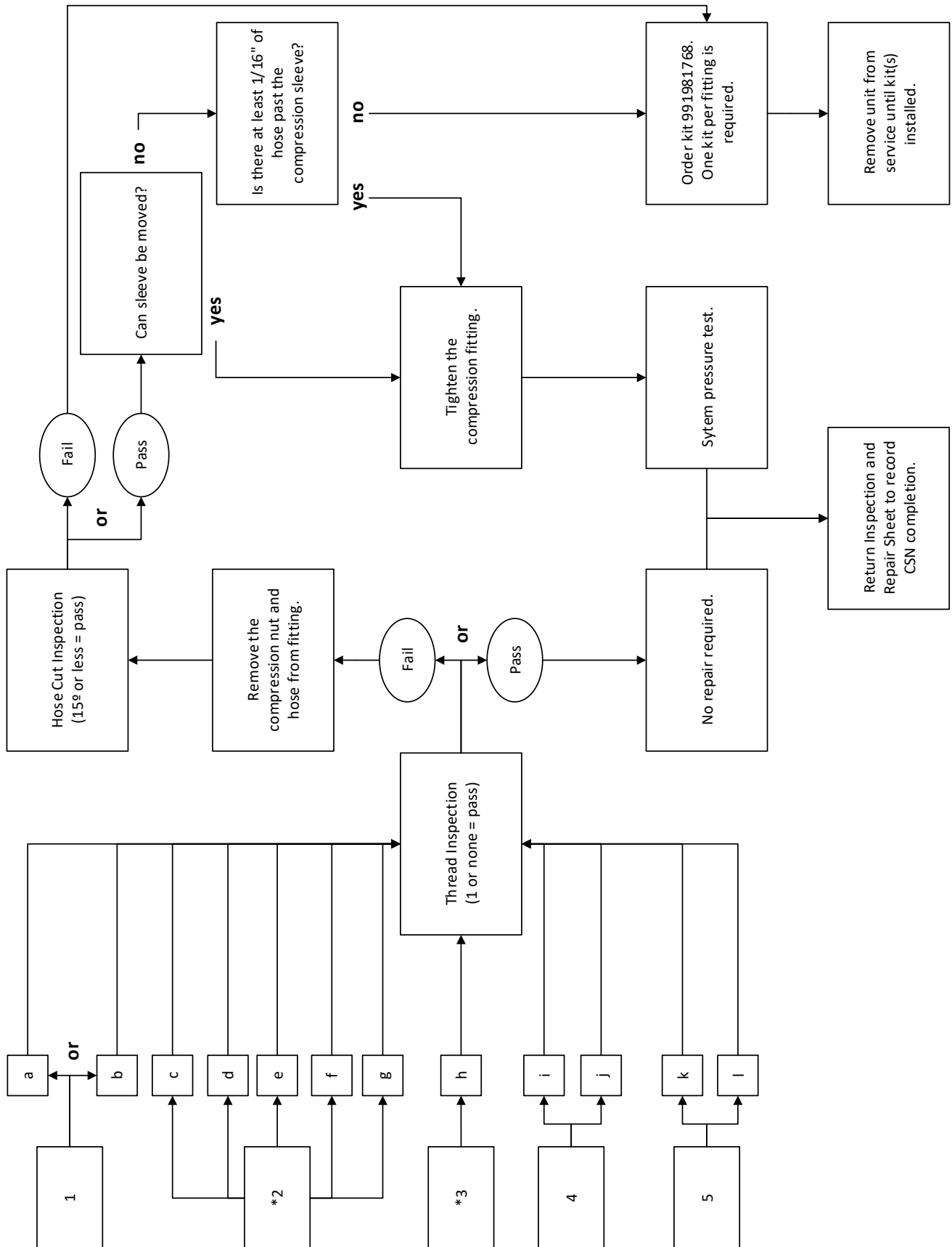


Figure 5 — Hose Cut Angle

11. Determine if the compression sleeve can be slid down the hose.
 - If the sleeve can be slid down the hose, cut the end of the hose perpendicularly as close to 0 degrees as possible so that it is flush. The cut hose angle must not exceed 15 degrees. Record Pass under Hose Cut, and proceed to step 13.
 - If the sleeve cannot be slid down the hose, determine if there is at least $\frac{1}{16}$ " of hose past the compression sleeve.
 - If there is not $\frac{1}{16}$ " of hose past the compression sleeve, a replacement kit is required. Record Fail under Hose Cut. Proceed to step 16 after all locations have been inspected.
 - If there is $\frac{1}{16}$ " of hose past the compression sleeve, record Pass under Hose Cut. Proceed to step 12.
12. Tighten the compression nut.
 - a. If removed, insert the hose until the compression sleeve is fully seated in the fitting.
 - b. Slide the compression nut up the hose and thread onto the fitting until finger tight.
 - c. Tighten the compression nut until only one thread or less remains visible.
 - d. Proceed to step 14.
13. Install the compression sleeve (refer to Figure 4).
 - a. Place the compression sleeve around 1" down the hose.
 - b. Fully insert the hose into the compression fitting.
 - c. Slide the compression nut up the hose and thread onto the fitting until finger tight. The compression sleeve will slide into the fitting with the compression nut.
 - d. Tighten the compression nut until only one thread remains visible.
 - e. Proceed to step 14.
14. Complete a system pressure test.
 - a. Start the engine to let the system recharge and the air tanks fill completely. Make sure the parking brake remains engaged.
 - b. Turn the vehicle off, but leave the ignition key in the On position.
 - c. Hold the brake pedal to disengage the parking brake, and push in the yellow parking brake button. Keep your foot on the brake pedal for about a minute, and make sure you do not lose more than 2 psi over the span of a minute.
 - If the PSI remains constant and does not drop more than 2 psi, the vehicle has passed inspection. Proceed to step 15.
 - If the PSI drops more than 2 psi, return to all impacted fittings and make sure they are secure.
15. No repair is required or the fitting has been tightened.
 - a. Put the unit back into service.
 - b. Complete the Inspection and Repair Sheet at the end of this notice, and return it to Altec.
 - c. If the inspection was performed by Altec, mark this notice as complete on the Service Request.
 - d. Do not complete the remaining step in this notice.

16. Repair is required.
- a. Take the unit out of service until the repair has been completed.
 - b. Order one kit per compression fitting that requires replacement, part number 991981768.
 - c. Arrange for the installation of the required kit using one of the methods below.
 - Contact Altec Service to schedule the installation of the kit.
 - Contact Altec Parts to order the kit, and schedule for your own technician or your third party provider to install the kit.
 - d. Do not complete the Inspection Sheet at the end of this notice. Completion of the notice will be documented after the vehicle is repaired.
 - e. Install the kit upon receipt.
 - f. Put the unit back into service.

Inspection Flowchart



INSPECTION AND REPAIR SHEET

Complete this form and submit it to Altec to document a completed inspection that results in no repair or a repair that did not require a parts kit to complete.



Product Safety

Choose one of these options for submission.

- Scan the Product Safety QR code and complete the form.
- Complete, scan, and email this page to product.safety@altec.com
- Online through the customer portal – Altec Connect*



Altec Connect

*If the customer or the customer’s warranty provider performs the repair, submit a warranty claim through Altec Connect to be reimbursed for the cost of the parts and/or labor.

Model	Altec Unit Serial Number	Date Inspected

Company Name _____ Phone _____

Service Company Name _____ Phone _____

Company Contact _____

Company Mailing Address _____

City _____ State/Province _____

ZIP/Mailing Code _____ Country _____

Signature _____

Submission of this form does not order parts or schedule service from Altec.

Contact Altec for more information or to schedule the work to be done by Altec.

Make copies of this form for additional units if needed.