



VEHICLE RECALL

G-01513
October, 2001

SUBJECT: VEHICLE RECALL (U.S., EXPORT)
Secondary Air Lines On 5000i Models built
from 7/17/01 through 8/29/01.

DEFECT DESCRIPTION

The secondary air brake line that connects the foot valve with the spring brake valve (or inversion valve) may not have been installed. If there is a failure in the primary system and the secondary brake line has not been installed, only the front brakes would actuate, without rear spring brake actuation.

Upon failure of the primary air system, a warning light and buzzer will turn on, and only the front brakes will actuate, without rear spring brake actuation. This would result in an extended stopping distance, which could cause a vehicular accident, possibly resulting in property damage, personal injury or death.

BUILD DATES AND MODELS INVOLVED

All 5000i models built at Garland from 7/17/01 through 8/29/01.

OWNER NOTIFICATION

International Truck and Engine Corporation will notify owners of these vehicles about this campaign. A copy of the owner letter is attached. During the recall process, a listing of owner names and addresses will be furnished to the involved dealers to enable dealers to follow up with owners and have the vehicles corrected. You must limit the use of this listing to this campaign, because the list may contain information obtained from state motor vehicle registration records and the use of such motor vehicle registration data for purposes other than this campaign is a violation of law in several states.

SERVICE PROCEDURE

INTRODUCTION: There is a 3/8-inch orange secondary air line that must be inspected to determine if it was installed properly at the vehicle assembly plant. Some foot valves were incorrectly assembled with a plug in the port where the 3/8-inch orange secondary air line should have been installed (see Figure 2). The following procedure is necessary to inspect and repair the suspect air line. Parts that may be needed to complete the installation of the brake line are listed in the "PART INFORMATION" section of this letter.

Before performing the service, please read and understand the following procedure and instructions completely.

WARNING: To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

Note: If further instructions are needed at any point in this repair procedure refer to International's Master Service Manual. Follow all standard safety precautions and procedures recommended by International's Master Service Manual.

1. **WARNING: Block the wheels to prevent the vehicle from moving. Support the vehicle with safety stands. Do not work under a vehicle supported only by jacks. Jacks can slip or fall over resulting in serious personal injury or death.**
2. Shut off the engine and apply the parking brake.
3. Locate the foot valve (see Figure 1).
4. Inspect the foot valve: The 3/8-inch orange air line should be connected to the port shown in Figure 2; however, on some vehicles, you may find a plug in the foot valve port where the 3/8-inch orange line should be connected. Make note and continue to step 5.
5. Inspect the 3/8-inch orange air line: The air line should be connected at the coupling (item 4) shown in Figure 1 and Figure 3 and it should also be connected to the inversion valve (item 7) as shown in Figure 4. If the air line is properly connected as inspected in step 4 and 5, then, stop and submit a claim for inspection only. If the air line is not installed properly, continue to step 6.
6. If the air line is present, make sure it is disconnected at the foot valve and at the inversion valve and blow the dirt out of the line with pressurized air. If the air line has been cut or is not present, install a new air line and follow the routing shown in Figures 1, 3 and 4. The air line is part of the harness for trucks, but is separate from the harness for tractors. The inversion valve is standard with air brakes on straight trucks but is optional on tractors. For tractors use a 63-inch piece of air line.
7. If the plug is present, remove the plug from the foot valve port where the air line should be connected and connect the air line (see Figure 2).
8. Connect the air line at the inversion valve (see Figure 4).
9. Connect the air line at the coupling (see item 4 in Figure 1 and Figure 3) if it was not connected at the assembly plant. The air line should now be properly installed.

10. Test the air brake system. Bring the air brake system pressure up to operating pressure and then drain the air from the primary system. With the parking brake disconnected, have someone watch the parking brake chamber slack adjusters as the brakes are applied. The slack adjuster motion indicates a properly operating system.

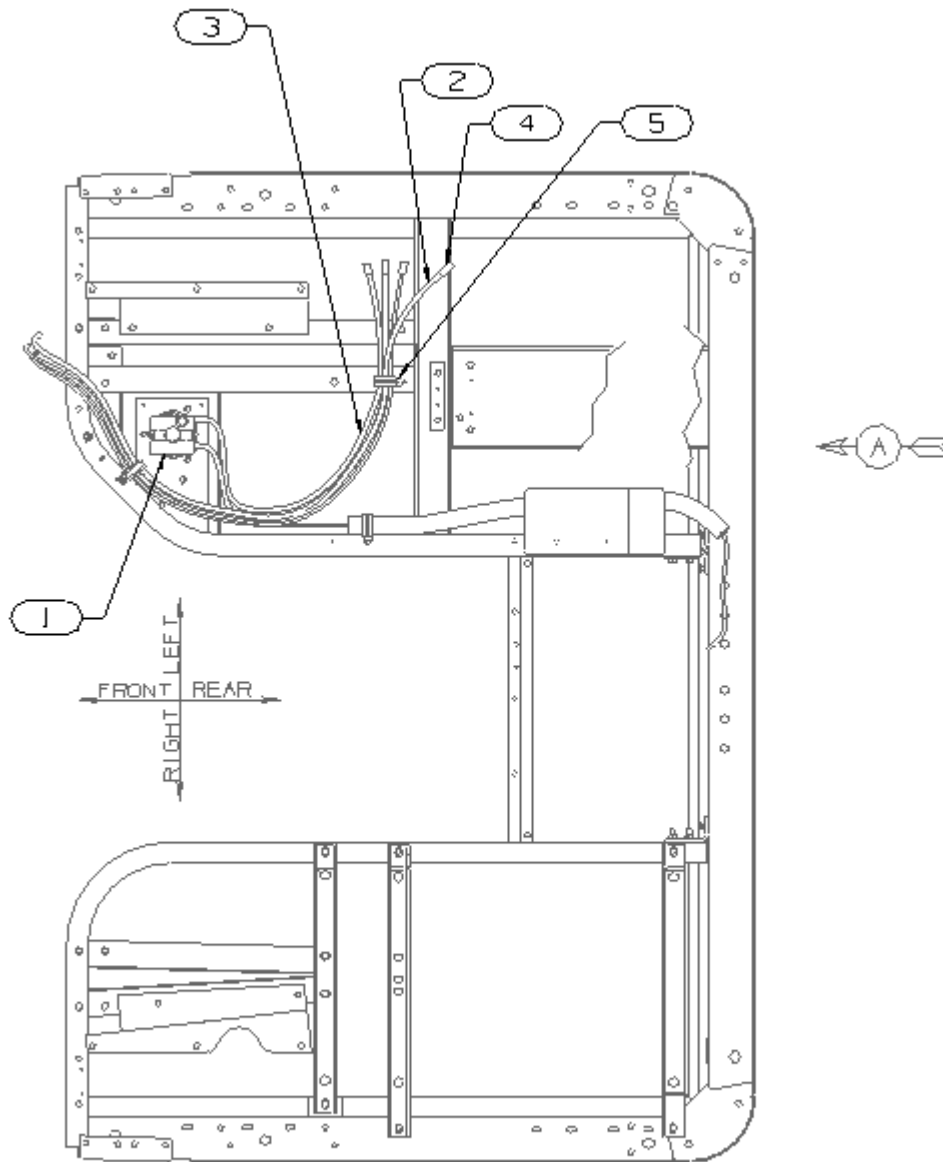


Figure 1: Bottom View of Cab Showing Foot Valve Location

- 1- Foot valve
- 2- 3/8-inch Orange air line in question
- 3- Under cab air harness
- 4- Coupling: on 3/8-inch orange air line
- 5- Air harness p-clamp

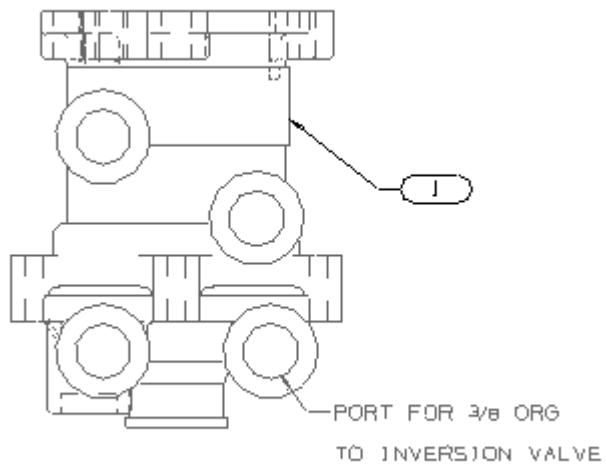


Figure 2: Foot Valve Viewed in the direction of Arrow A in Figure 1
(Viewed from the rear)

1- Foot Valve

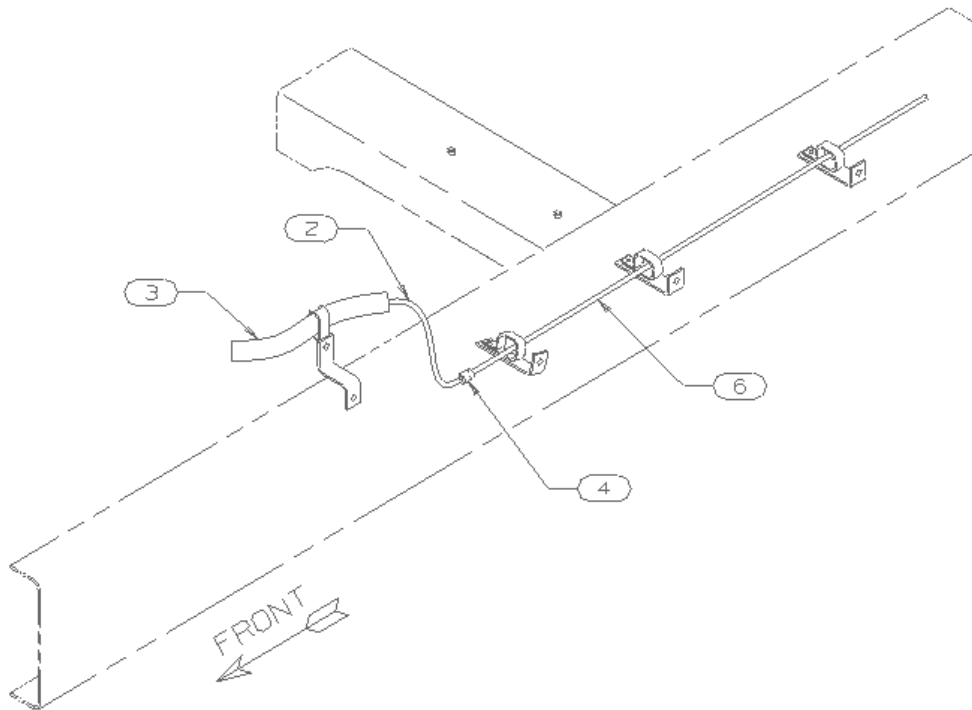


Figure 3: 3/8-inch Orange air line routing

- 2- 3/8-inch Orange air line in question
- 3- Under cab air harness
- 4- Coupling: on 3/8-inch orange air line
- 6- 3/8-inch Orange air line to inversion valve

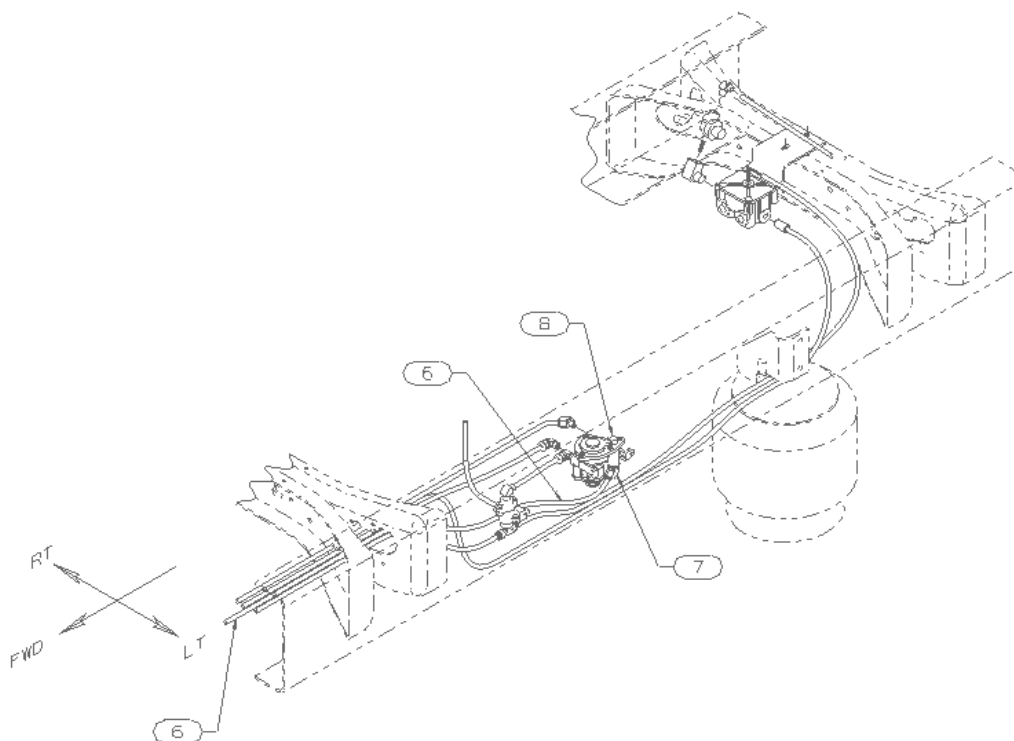


Figure 4: 3/8-inch Orange air line routing to the inversion valve

- 6- 3/8-inch Orange air line to inversion valve
- 7- Elbow at inversion valve
- 8- Inversion valve

PART INFORMATION

Parts Ordering: In this campaign we expect 30% of the vehicles to require some sort of repair to the secondary air line while 70% will only require a visual inspection. To repair a vehicle for this campaign, a combination of the following parts may be required from Table 1 below.

TABLE 1

Part Description/Application	Part Number
3/8" Orange nylon tubing, used from the foot valve to the connector on all vehicles and from the connector to the inversion valve on vehicles not with 04675.	2643441R1
3/8" Quick connect connector, used for nylon to nylon connections not with 04675	2017507C1
Note: The next two parts serve the same purpose as 2017507C1 above; however, they are used to connect nylon tubing to hose provided with optional code 04675. Both parts below are required to make one connection of this type.	
3/8" Hose to 1/4" female pipe thread	121323
3/8" Quick connect to 1/4" male pipe thread	2017484C1

LABOR INFORMATION

- There is an inspection option for this campaign because 70% of the secondary air lines on these vehicles are expected to be properly installed.
- Claims will not be approved if they have more than one of the labor operations shown below, because labor operation 2 includes inspection.
- Do not submit both labor operations 1 and 2 on a claim.

<u>Operation No.</u>	<u>Description</u>	<u>Time</u>
A40-01513-1	Inspect air line only	0.3 Hrs.
A40-01513-2	Inspect, perform air line installation and test	0.8 Hrs.

CAMPAIGN IDENTIFICATION LABEL

Each vehicle corrected in accordance with Campaign G-01513 will require a CTS-1075 Campaign Identification Label.

Attach the CTS-1075 label on a clean surface next to the vehicle identification number (VIN) plate.



ADMINISTRATIVE/DEALER RESPONSIBILITIES (U.S. & POSSESSIONS)

Proceed immediately to make necessary correction to units in inventory. **All inventory vehicles subject to this recall campaign must be corrected prior to sale, transfer or delivery.** If vehicles have been sold or transferred and you are in receipt of Customer Notification Letters and Authorization for Recall Service cards for those vehicles, the transfer location or the customer must be notified **IMMEDIATELY** from your dealer location.

Dealers must correct all vehicles subject to this campaign at no charge to the owner, regardless of mileage, age of vehicle, or ownership, from this time forward.

The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle that is subject to a vehicle recall campaign must be adequately **repaired** within a reasonable time after the owner has tendered it for repair. A failure to adequately repair within **60 days** after a tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within 60 days, the owner may be entitled to **replacement** with an identical or reasonable equivalent vehicle at no charge, or to a **refund** of the purchase price less a reasonable allowance for depreciation.

However, consistent with the customer notification, dealers are expected to complete the repairs on the mutually agreed upon service date.

To avoid having to replace a vehicle or refund the purchase price less a reasonable allowance for depreciation, every effort must be made to promptly schedule an appointment with each owner to repair his or her vehicle as soon as possible.

WARRANTY CLAIMS

Refer to Dealer Warranty Manual for procedures to conduct Recall Campaigns.

It is important that the Recall Coding be completed properly to assist in processing the warranty claim. Complete instructions will be found in the Warranty Manual, Section 7-1. Special attention should be given to Items 39 through 44:

GROUP	NOUN	C	WARR.	TP	PAD
GROUP: Enter Recall Number 01513					
NOUN: Leave Blank.					
C: (CAUSE) Enter number 1 or 2.					
1. Inspected (No Repair Required).					
2. Inspected and repaired.					
3. Defective part from parts stock.					
WARRANTY: (Warranty Code) Enter 40.					
TYPE PART: Enter P for type part causing failure.					
PAD: Enter 100.					

ADMINISTRATIVE/DISTRIBUTOR RESPONSIBILITY (EXPORT)

Proceed immediately to make necessary correction to units in inventory. All inventory vehicles subject to this recall campaign must be corrected prior to sale, transfer or delivery. If vehicles have been sold or transferred and you are in receipt of Customer Notification Letters and Authorization for Recall Service cards for those vehicles, the transfer location or the customer must be notified from your distributor location.

Export locations are to submit warranty claims in the usual manner making reference to Recall letter G-01513.

We ask for your full cooperation and follow-up to this important subject matter. If you have any questions or need further assistance, please contact the Regional Service Manager at your regional office.

INTERNATIONAL TRUCK AND ENGINE CORPORATION