

# ***SERVICE PROCEDURE***

**G-08503  
MAY 2008**

**SUBJECT:    SAFETY RECALL (U.S.)  
                  **BENDIX MV-3 DASH CONTROL VALVE on certain  
                  4000, 5000, 7000, 8000, 9000, and ProStar models  
                  built 1/15/2008 thru 2/7/2008.****

## **DEFECT DESCRIPTION**

On vehicles equipped with a Bendix MV-3 dash control valve, the rubber double check valve may become lodged in the valve body. In the event of a primary reservoir failure, air pressure may leak past the lodged double check valve thereby depleting the secondary reservoir, causing reduced ability for modulating the service emergency brakes.

## **MODELS INVOLVED**

This Safety Recall involves certain 4000, 5000, 7000, 8000, 9000, and ProStar models built 1/15/2008 thru 2/7/2008 that are tractors with air brakes, or trucks with air brakes and air brake trailer connections.

## **PARTS INFORMATION**

<b>Part Number</b>	<b>Part Description</b>	<b>Quantity</b>
2506188C91	Bendix MV-3 Valve <b>4000, 7000, 8000, ProStar MODELS</b>	1
3592131C91	Bendix MV-3 Valve <b>5000 and 9000 MODELS</b>	1

## SERVICE PROCEDURE



### **WARNING:**

***TO PREVENT UNEXPECTED MOVEMENT OF THE VEHICLE AND POSSIBLE SERIOUS PERSONAL INJURY OR DEATH, BLOCK THE WHEELS TO PREVENT THE VEHICLE FROM MOVING IN BOTH DIRECTIONS.***



### **WARNING:**

***TO PREVENT SERIOUS EYE INJURY, ALWAYS WEAR SAFE EYE PROTECTION WHEN PERFORMING VEHICLE MAINTENANCE OR SERVICE.***

1. Park the vehicle on a hard level surface; set the parking brake; turn the engine off; and block the wheels to prevent the vehicle from moving either forward or backward.
2. Locate Bendix MV-3 dash control valve. Valve is shown in Figure 1. Remove dash panel access cover(s) to expose valve body cover plate. Remove valve mounting screws.

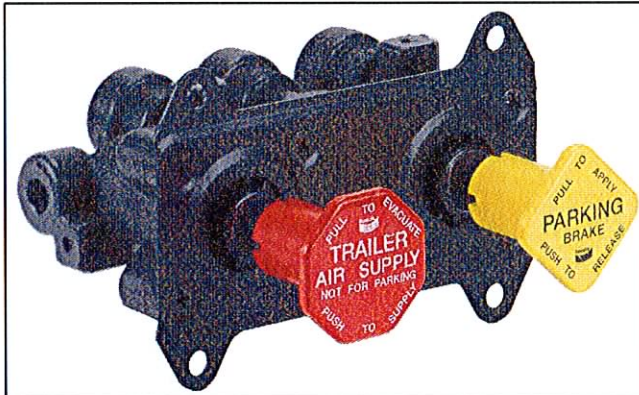


Figure 1. Bendix MV-3 Dash Control Valve

3. With air lines still connected, pull the valve through dash panel opening so that the valve body date code may be inspected. Determine if the valve is applicable to the recall using the attached Bendix® MV-3® Dash Control Valve Recall Campaign Identification Guide.

## **SERVICE PROCEDURE**

4. If the recall is not applicable to the valve, no further service is required. Reinstall valve and access cover(s) in dash panel.
5. If the recall is applicable to the valve, replace the valve using attached Bendix MV-3 installation instructions. Check for any air leaks. Reinstall access cover(s) in the dash panel.

## **END OF SERVICE PROCEDURE**

## **LABOR INFORMATION**

Operation Number	Description	Time
A40-08503-1	INSPECTION ONLY 4000, 7000, 8000 Models	0.4
A40-08503-2	INSPECTION ONLY ProStar Models	0.5
A40-08503-3	INSPECTION ONLY 9000 and 5000 Models	0.6
A40-08503-4	INSPECTION and REPLACEMENT 4000, 7000, 8000 Models	1.1
A40-08503-5	INSPECTION AND REPLACEMENT ProStar Models	1.3
A40-08503-6	INSPECTION AND REPLACEMENT 9000 and 5000 Models	1.4

## **CAMPAIGN IDENTIFICATION LABEL**

Each vehicle corrected in accordance with this campaign must be marked with a CTS-1075 Campaign Identification Label.

Complete the label and attach on a clean surface next to the vehicle identification number (VIN) plate.

<b>DO NOT REMOVE</b>
<b>INTERNATIONAL</b>
Campaign No.
VIN
Eng.#
<b>COMPLETED</b>
Service Location Code #
<b>DO NOT REMOVE</b>



## **ADMINISTRATIVE/DEALER RESPONSIBILITIES – U.S. & POSSESSIONS**

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.

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.

Dealers should 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 customer must be notified immediately from your dealer location.

Dealers must make every effort to promptly schedule an appointment with each owner to repair his or her vehicle as soon as possible. However, consistent with the customer notification, dealers are expected to complete the repairs on the mutually agreed upon service date.

Dealers involved in the recall process will be furnished a listing of owner names and addresses to enable them to follow up with owners and have the vehicles corrected. Use of this listing must be limited 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.

## **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 number G—	NOUN Leave blank	C (CAUSE) Enter either 1, 2, 3. (see below)	WARRANTY (Warranty Code) Enter 40.	TYPE PART Enter P for type part causing failure.	PAD Enter 100
		1. Inspected (No repair required).			
		2. Inspected and repaired.			
		3. Defective part from parts stock.			

## **ADMINISTRATIVE/DISTRIBUTOR RESPONSIBILITY – EXPORT**

Export Distributors should 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 customer must be notified immediately from your distributor location.

Export Distributors are to submit warranty claims in the usual manner making reference to this recall number.

Export Distributors are expected to provide full cooperation and follow-up with respect to this important subject matter. If you have any questions or need further assistance, please contact the Regional Service Manager at your regional office.

**NAVISTAR, INC**

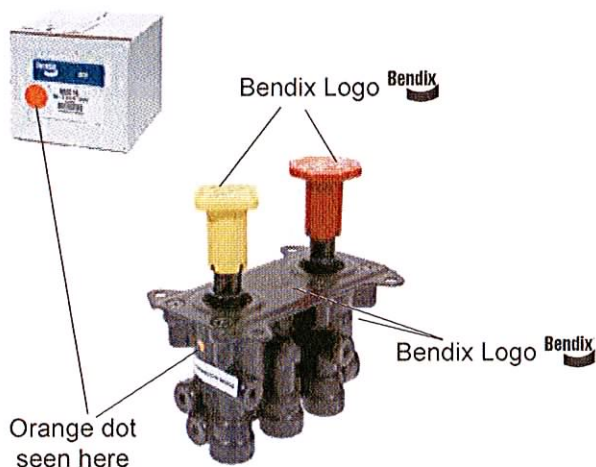


# Bendix® MV-3® Dash Control Valve Recall Campaign Identification Guide

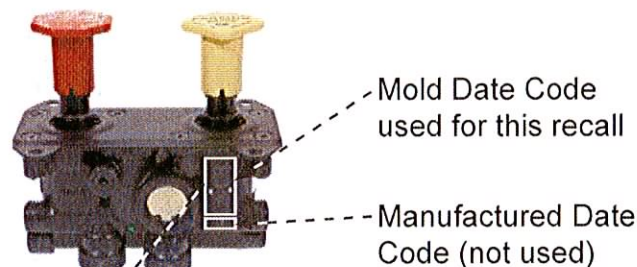
March 2008

This easy-to-follow guide is to be used to identify those MV-3® dash control valves that are subject to the **Recall Campaign number 08E-018.**

Bendix Commercial Vehicle Systems LLC has identified that the MV-3® dash control valves subject to the recall had valve bodies that were manufactured during a specific timeframe: December 19, 2007 through January 21, 2008, inclusive. All MV-3® valves manufactured with a valve body within the recall date parameters must be replaced per the recall campaign. To make the identification process easier, all new MV-3® valves are now being marked with an orange dot on the side of the valve body and with an orange dot on the box to signify that they are not a part of the recall campaign. If the valve you are inspecting has the orange dot on the side no further inspection is needed. If the valve does not have an orange dot, use the following guidelines to determine if the valve is a part of the MV-3® recall campaign.



MV-3® Dash Control Valve

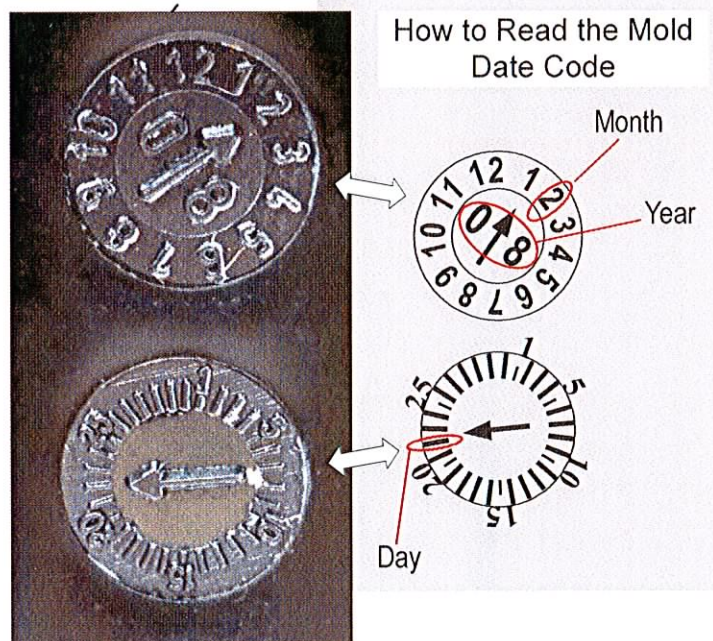


Step 1: Verify the dash control valve is a Bendix® MV-3® valve. Look for the presence of the Bendix logo. The locations shown here are the most common.

Step 2: Locate the MV-3® valve body **mold** date code located on the side of the valve as shown here. *(Note: only use this mold date when evaluating a valve body. There is also an etched Bendix manufactured date code stamped below the mold date indicator - do not use the etched date to guide you.)*

Step 3: Identify if the **mold** date code falls within the recall date code range from 12/19/2007 through 1/21/2008 inclusive.

Step 5: If the valve is subject to the recall campaign it must be replaced per the recall campaign guidelines.





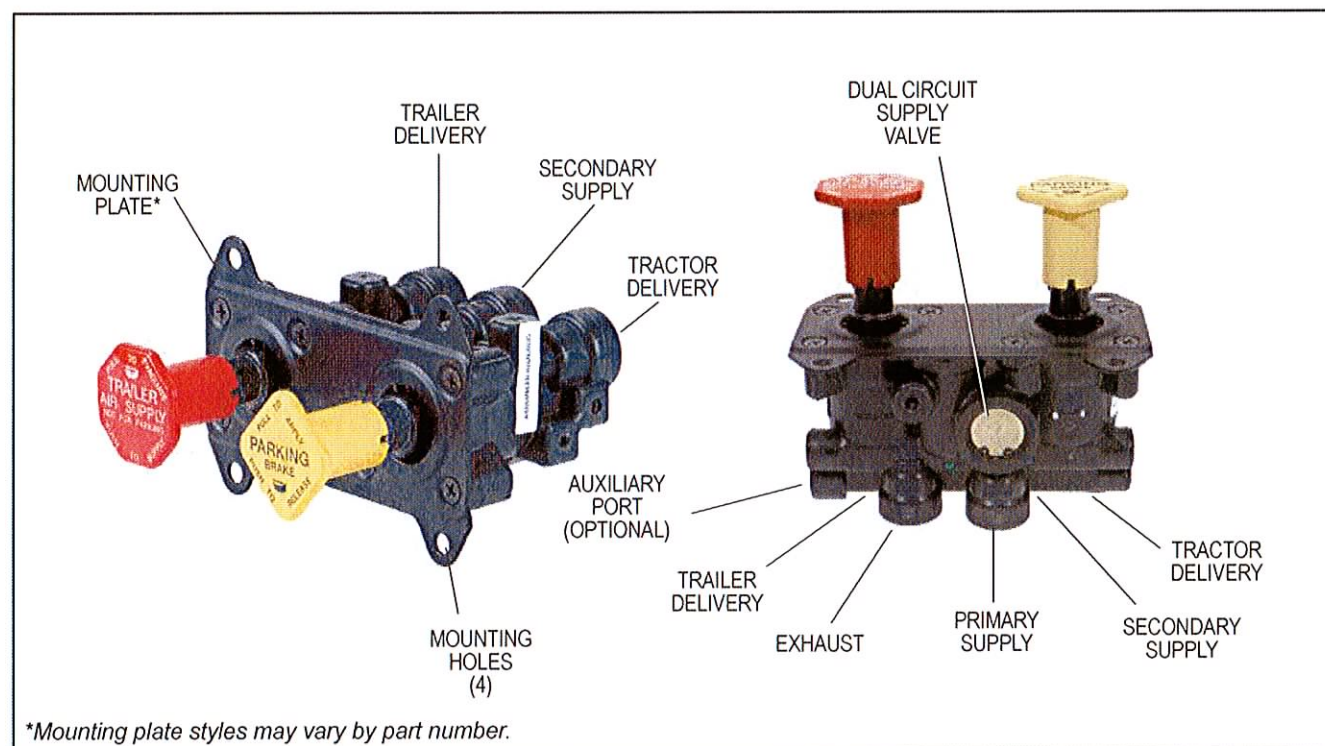


Figure 1 - BENDIX® MV-3® DASH CONTROL VALVE

## GENERAL

This instruction sheet is intended to provide the necessary information to replace the Bendix® MV-3® valve.

## GENERAL SAFETY GUIDELINES WARNING! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around a vehicle, the following general precautions should be observed at all times.

1. Park the vehicle on a level surface, apply the parking brakes, and always block the wheels. Always wear safety glasses.
2. Stop the engine and remove ignition key when working under or around the vehicle. When working in the engine compartment, the engine should be shut off and the ignition key should be removed. Where circumstances require that the engine be in operation, EXTREME CAUTION should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components.
3. Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.
4. If the work is being performed on the vehicle's air brake system, or any auxiliary pressurized air systems, make certain to drain the air pressure from all reservoirs before beginning ANY work on the vehicle. If the vehicle is equipped with an AD-IS® air dryer system or a dryer reservoir module, be sure to drain the purge reservoir.
5. Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that safely removes all electrical power from the vehicle.
6. Never exceed manufacturer's recommended pressures.
7. Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.
8. Use only genuine Bendix® replacement parts, components and kits. Replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as original equipment and be designed specifically for such applications and systems.



9. Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle and component manufacturer.
10. Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.
11. For vehicles with Antilock Traction Control (ATC), the ATC function must be disabled (ATC indicator lamp should be ON) prior to performing any vehicle maintenance where one or more wheels on a drive axle are lifted off the ground and moving.

## REMOVAL OF THE MV-3® VALVE

1. Remove and save the mounting hardware that secures the cover plate to the dash.
2. Identify and mark all the air lines on the back of the valve.
3. Disconnect the air lines from the valve.

## INSTALLATION OF THE MV-3® VALVE

1. Install the new MV-3® valve to the dash using the hardware removed in Step 1 of *Removal*. Connect the air lines to the ports marked during disassembly. When connecting threaded ports use a liquid thread sealing compound, attach the air line until it is hand tight and then turn approximately one and a half turns further (or using a maximum of 10 ft.-lbs. torque - Note: overtightening will crack the port).

## OPERATIONAL TEST

1. With the supply pressure at 120 P.S.I., push the red button in. The button must stay in.
2. Slowly reduce the pressure in both service reservoirs. The red button must pop when the supply pressure drops to 20 to 45 P.S.I.  
**Note:** The yellow button **must not** pop out before the red button.
3. Hold the red button in and continue to reduce pressure in all service reservoirs. Air must start to escape from the exhaust port when the trailer supply line pressure reaches 20 P.S.I. minimum.
4. Release the red button and rebuild the supply pressure to at least 120 P.S.I. Push in the yellow button; the yellow button must remain in.
5. Charge the system to 120 P.S.I. and push both buttons in. Pull the red button out. The yellow button must remain in.
6. Push the red button in and pull the yellow button out. The red button must pop out almost instantaneously.
7. Build both service reservoirs to 120 P.S.I. Decrease the pressure at the secondary reservoir. The primary reservoir pressure should not drop below 100 P.S.I. Repeat the test for decreasing primary reservoir pressure. The secondary reservoir pressure should not drop below 100 P.S.I.
8. If the MV-3® valve fails to operate as described replace or repair it using genuine Bendix parts.
9. Close all reservoir drain cocks and deliberately caused leakage points before placing the vehicle in service.
10. Test drive vehicle at slow speed in a safe area prior to placing back into service.

