



# VEHICLE RECALL

**G-02512  
December 2002**

**SUBJECT: VEHICLE RECALL (U.S., EXPORT)  
TC-7 Hand Operated Trailer Brake Control Valve  
With Push-to-Connect Fittings May Have Slow Air  
Delivery and Exhaust on Certain 2000, 4000, 5000,  
7000, 8000 & 9000 Models Built Between 4/24/02 and  
6/21/02**

## **DEFECT DESCRIPTION**

The delivery port in the Bendix TC-7 hand operated trailer brake control valve body may be partially blocked due to a problem during the molding process at the supplier. Blockage could slow the air delivery and exhaust to and from the trailer brakes when the brakes are operated from this valve.

## **RISK TO MOTOR VEHICLE SAFETY**

If the hand control valve is used while the vehicle is in motion, a slow trailer brake application or a slow trailer brake release could contribute to a loss of vehicle control, which in turn could cause an accident, possibly resulting in property damage, personal injury or death.

## **DESCRIPTION OF VEHICLES INVOLVED**

Certain 2000, 4000, 5000, 7000, 8000 and 9000 models with push-to-connect air line fittings at the trailer brake control valve and built between 4/24/02 and 6/21/02 are involved in this recall. Verify which vehicles are in the campaign by using ISIS.

## **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:** The hand operated trailer brake control valve must be tested before replacing it. If the air does not exhaust from the valve in less than one second, it must be replaced. Before replacing the valve you must choose one of the two different repair kits. All of these valves use quick connect fittings.

**BEFORE PERFORMING THE TEST, PLEASE READ AND UNDERSTAND THE FOLLOWING INSTRUCTIONS COMPLETELY.**

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

1. **WARNING: Block the wheels to prevent the vehicle from moving. If a vehicle moves unexpectedly or suddenly, the result could be serious personal injury or death.**
2. Obtain two glad-hands, with the ports plugged, for this test procedure (See Figure 1). Block off both service and emergency glad-hands on the vehicle by connecting them to the plugged glad-hands shown in Figure 1.



**Figure 1 – Plugged Glad-hands**

3. Start the engine and keep it running until the governor reaches cutout pressure (125 psi minimum).
4. Push in both the Red and Yellow MV-3 dash buttons (trailer supply and tractor parking buttons).
5. Shut off the engine and release the service brakes if applied.

6. Move the hand control valve to full apply, making a full trailer brake application.
7. Wait 5 seconds to allow the pressure to stabilize.
8. Quickly move the hand control valve back to zero, making a full exhaust.
9. Measure the time it takes to exhaust the control line until no audible exhaust sounds are heard. If the exhaust time is less than a second, the time it takes to quickly say “**one thousand one**”, the valve does not need to be replaced and you can go directly to step 21. If the exhaust time is one second or longer, proceed to steps 10 through 21 and replace the hand control valve. Disconnect and remove the plugged glad-hands from the vehicle.
10. Drain air from all tanks.
11. Remove the steering column cover.
12. Remove the trailer hand control valve handle.
13. Remove the trailer hand control valve from the mounting bracket.
14. Disconnect push-to-connect air lines from valve and mark air lines as needed. Remove valve.
15. Connect air lines to the new trailer hand control valve.
16. Install the control valve to the mounting bracket and tighten fasteners to 30-60 IN-Lbs (3.4 to 6.8 NM).
17. Install the handle to the control valve and torque to 30-60 IN-Lbs (3.4 to 6.8 NM).
18. Start the engine and build the air pressure to 125 psi minimum. Check valve for proper operation and for air leaks.
19. Install the steering column cover.
20. Return the parts per the instructions in the “PART INFORMATION” section of this letter.
21. Remove the wheel chocks.

## **PART INFORMATION**

We expect less than 30% of the vehicles will need the trailer brake control valve replaced. Kit 8900093R91 will mainly be used for this recall. However, there are 9 VINs provided in Table 1 that will require the other kit number 8900094R91. Each vehicle that fails the test will require one new valve kit.

**RETURNING PARTS:** Return defective parts per the instructions on the R-5185 PARTS DISPOSITION AUTHORIZATION form and attach the return authorization form to the part.

**Table 1: Kit Part Numbers and Applications**

<b>International Kit Number</b>	<b>Vehicle Applications</b>	<b>Kit Contents, Bendix Part Numbers</b>
<b>8900093R91</b> Bendix Kit # 801405	Most vehicles use this kit, Except those VINs shown below	109389 Valve 112741 Plastite screw
<b>8900094R91</b> Bendix Kit # 801406 <b>Note: Verify VIN before ordering.</b>	There are only 9 vehicles that may need this kit. They were built with code 834465 or with code 12920. All nine VINs are shown here.  2R704168, 2R704413, 2R704414, 3C051456, 3C052592, 3C053423, 3C053525, 3J043393, 3J043394	109409 Valve with self-return hand control  112741 Plastite screw

## **LABOR INFORMATION**

All vehicles must be inspected in this recall. Only one labor operation below will be used. Claims must have labor operation number 1 or 2 but not both.

<b>Operation No.</b>	<b>Description</b>	<b>Time</b>
A40-02512-1	Test Valve Operation	0.3 Hrs.
A40-02512-2	Test & Replace Valve	0.6 Hrs.

## **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.

DO NOT REMOVE

**INTERNATIONAL**

Campaign No.

VIN  
Eng.#

**COMPLETED**

Service Location Code #

DO NOT REMOVE

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

Proceed immediately to make necessary correction to all units in your inventory that are marked for this recall. **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 The Recall Number	NOUN: Leave Blank.	C: (CAUSE) Enter number 1 or 2. 1. Inspected (No Repair Required) 2. Inspected and Repaired.	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 all involved units in your 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 this recall number.

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 your Regional Service Manager.

## **INTERNATIONAL TRUCK AND ENGINE CORPORATION**