



VEHICLE RECALL

G-02511
December 2002

SUBJECT: VEHICLE RECALL (U.S., EXPORT)

**Installing a New Accelerator Pedal Rod and a
Secondary Pedal Stop on Certain 1552SC, 1652SC,
1652UPS & RE Bus Models Built Between 2/7/94 and
8/21/02**

DEFECT DESCRIPTION

The accelerator pedal can stick in the full-throttle position due to interference between the bottom edge of the pedal and the vehicle floor.

RISK TO MOTOR VEHICLE SAFETY

WARNING: The accelerator pedal can become stuck in the full throttle position without warning, which could result in loss of control and cause a vehicular crash or accident, potentially resulting in property damage, personal injury or death.

DESCRIPTION OF VEHICLES INVOLVED

Certain 1552SC & 1652SC models built between 2/7/94 and 8/23/01; 1652UPS models built between 3/11/94 and 6/13/01; and RE bus models built between 3/7/95 and 8/21/02 are involved in this recall. Verify vehicles involved 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 PROCEDURES

INTRODUCTION: This recall procedure includes instructions for installing a secondary accelerator pedal stop. The kits for the RE buses have the secondary stop built into the accelerator assembly bracket while the kits for the other models use a floor mounted rubber stop. There are three different repair kits with three separate installation procedures. The kit usage is grouped by models as follows.

1. Kit 8900089R91 for RE buses only
2. Kit 8900090R91 for 1652UPS only
3. Kit 8900091R91 for 1552SC and 1652SC (non UPS) models

BEFORE PERFORMING THE SERVICE, 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.

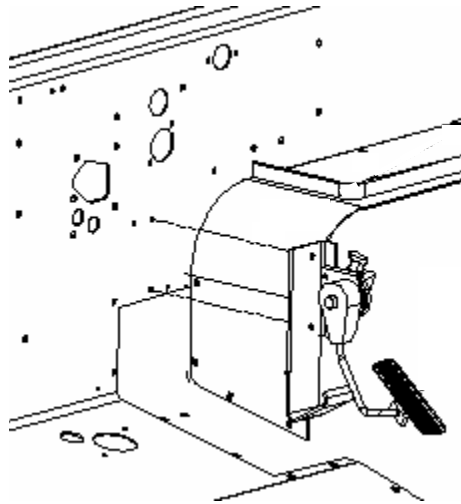
STEPS 1-3 APPLY TO ALL VEHICLES.

1. Shut off the engine and apply the parking brake.
2. **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.**
3. Continue with the appropriate procedure for your vehicle installation.

RE BUS INSTRUCTIONS

Reference FIGURE 1 AND KIT 8900089R91

FIGURE 1



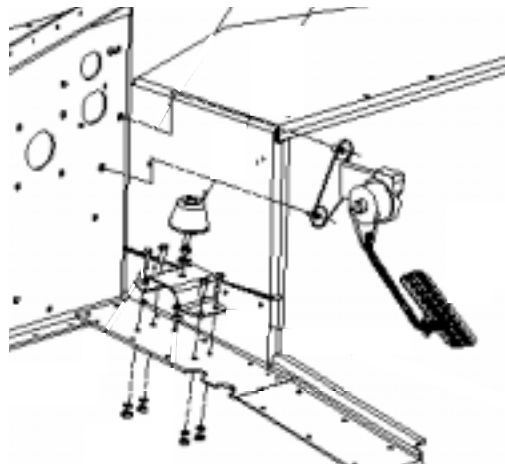
1. Open the left windshield wiper door.
2. Peel back the insulation that is covering the bolts for the accelerator pedal bracket.
3. Remove the two bolts holding the mounting bracket and pedal assembly to the cowl and unplug the wire from the sensor.
4. Remove the pedal assembly from the mounting bracket, install the pedal assembly to the new mounting bracket provided in the kit and tighten the screws to 85 - 115 Lbf-IN (10 - 13 NM).
5. If the vehicle is equipped with a transmission modulator switch, mark the accelerator assembly bracket for reference before removing the pedal rod.
6. Remove and discard the two screws and the saddle clamp holding the pedal rod to the accelerator housing.
7. Remove the accelerator pedal from the old pedal rod and install to the new pedal rod with the new pedal return spring, bushings and retainer ring provided in kit.
8. Install the new pedal rod and pedal on the accelerator housing using the new saddle clamp and screws provided in the kit and tighten the screws to 25-30 Lbf-In (2.8 – 3.4 NM). If the vehicle is equipped with a modulator switch, be sure to install the bracket when assembling the pedal rod.

9. Install the mounting bracket and pedal assembly to the cowl and connect the sensor wire. **Note: If the vehicle is equipped with an air operated door, the air valve may need to be rotated to prevent the valve mounting screws from interfering with the accelerator bracket on the inside of the cowl.**
10. Reinstall the insulation.
11. If the vehicle is equipped with a transmission modulator switch, perform the following steps: With the ignition key ON and the engine OFF, monitor the percent acceleration using an electronic service tool and adjust the bracket on the pedal assembly for the modulator to be ON at 70% throttle.
12. Remove the wheel chocks and scrap the removed parts locally.

1652UPS MODEL INSTRUCTIONS

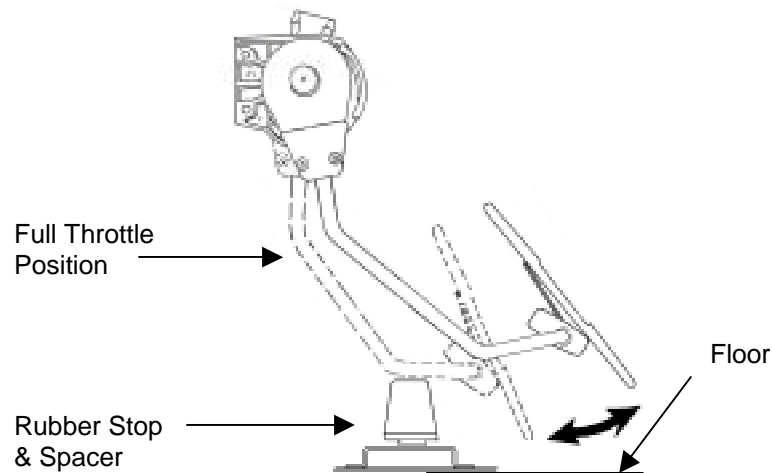
Reference FIGURE 2, FIGURE 2a AND KIT 8900090R91

FIGURE 2



1. Remove the pedal rod, with pedal, from the accelerator housing by removing the two screws and the saddle clamp. Discard the screws and saddle clamp, as new parts are provided in the recall kit.
2. Remove the pedal from the old pedal rod and install the pedal on the new pedal rod with the new return spring, bushings, and retainer ring provided in the kit.
3. Install the new pedal rod assembly on the accelerator housing using the new saddle clamp and screws provided and tighten the screws to 25-30 Lbf-In (2.8 - 3.4 NM).

FIGURE 2a

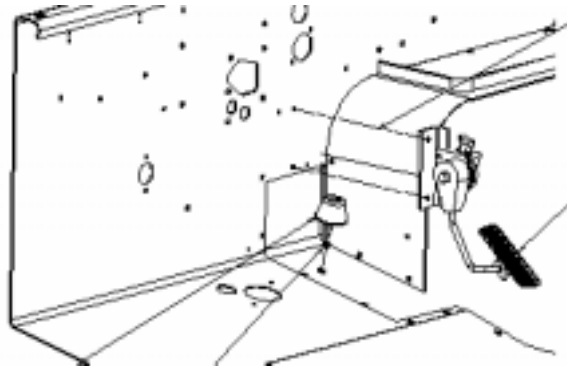


4. Place a nut and flat washer on the bumper stud and insert the bumper stud through the pedal stop spacer. Place the second washer and nut on the bumper stud and snug the bumper to the pedal stop spacer as shown in Figure 2a. Moving these two nuts up or down on the bumper stud will allow you to adjust the height of the bumper.
5. Hold the accelerator pedal in the full-throttle position and place the bumper and spacer assembly directly below the horizontal portion of the pedal rod at its mid point (Reference Figure 2a). As viewed from directly above the pedal rod, the rod must be centered over the hole in the rubber bumper. Mark the floor at each of the mounting holes in the spacer assembly.
6. Drill 4 holes as marked and mount the rubber stop and spacer assembly with the hardware provided in the kit. Install the flat washers on the bottom side and tighten the four bolts to 125 Lb-In (14 NM). Before drilling, inspect the area under the floor and be careful not to drill through any wires or other components, position the spacer bracket to allow room to install the four washers and nuts on the bottom side.
7. Depress the pedal to full-throttle making sure the pedal rod hits the primary stop built into the accelerator housing and then adjust the rubber stop so that it just contacts the horizontal portion of the pedal rod as shown in FIGURE 2a. Tighten the nuts on the rubber stop stud to 150 – 175 Lb-In (17 - 20 NM). Recheck the stop height and adjust as required. **NOTE:** Due to floor variations, it may be necessary to use a hacksaw and cut a small portion off the top of the rubber stop. This is only required if the stop is adjusted as low as possible with the nut adjustment explained in step 4 and the stop is still too high to allow the accelerator to go to the full-throttle position. If cutting is necessary, carefully and slowly make a level cut parallel to the base of the stop, removing only what is necessary to achieve the full throttle position and adjust the stop up so that it just contacts the horizontal portion of the pedal rod as shown in FIGURE 2a.
8. Remove the wheel chocks and scrap removed parts locally.

1552SC & 1652SC MODEL INSTRUCTIONS

Reference FIGURE 2a, FIGURE 3 AND KIT 8900091R91

FIGURE 3



1. Remove the pedal rod, with pedal, from the accelerator housing by removing the two screws and the saddle clamp. Discard the screws and saddle clamp, as new parts are provided in the recall kit.
2. Remove the pedal from the old pedal rod and install the pedal on the new pedal rod with the new return spring, bushings, and retainer ring provided in the kit.
3. Install the new pedal rod assembly on the accelerator housing using the new saddle clamp and screws provided and tighten the screws to 25-30 Lbf-In (2.8 - 3.4 NM).
4. Hold the accelerator pedal in the full-throttle position and place the bumper directly below the horizontal portion of the pedal rod at its mid point (Reference Figure 2a). As viewed from directly above the pedal rod, the rod must be centered over the hole in the rubber bumper. Mark the floor and drill the hole for the bumper stud. Before drilling, inspect the area under the floor and **be careful not to drill through any wires or other components** and position the hole to allow room to install the washer and nut on the bottom side.
5. Place a nut and flat washer on the stop stud and insert the stud through the floor hole. Depress the pedal to full-throttle making sure the pedal rod hits the primary stop built into the accelerator housing and then **adjust the height of the rubber stop so that it just contacts the horizontal portion of the pedal rod** as shown in FIGURE 2a. **NOTE:** Due to floor variations, it may be necessary to use a hacksaw and cut a small portion off the top of the rubber stop. This is only required if the stop is adjusted as low as possible with the adjusting nut and the stop is still too high to allow the pedal to go to full acceleration. If cutting is necessary, carefully and slowly make a level cut parallel to the base of the stop, removing only what is necessary to achieve the full throttle position. After cutting, adjust the stop up so that it just contacts the horizontal portion of the pedal rod as shown in FIGURE 2a.

6. Install the flat washer and nut on the bottom of the stud and tighten to 150 – 175 Lb-In (17 - 20 NM). Recheck the stop height, adjust as necessary and retighten the bottom nut and check the stop height again. Repeat as necessary until the stop height is properly set.
7. Remove the wheel chocks and scrap removed parts locally.

PART INFORMATION

Each vehicle will require one kit. There are three different repair kits. Per the following, the type of model determines which kit is to be used.

1. Kit 8900089R91 for RE models only
2. Kit 8900090R91 for 1652UPS only
3. Kit 8900091R91 for 1552SC and 1652SC (non UPS) models.

RETURNING PARTS: Scrap all removed parts locally.

Table 1: Kit 8900089R91 Contents for RE Bus

International Part Number	Description	Quantity
2585250C1	Clamp, Saddle	1
2585253C1	Screws, Saddle Clamp	2
1697270C1	Spring, Accelerator Pedal	1
2585251C1	Rod, Pedal ESPA	1
2585252C1	Bracket, ESPA	1
2501864C1	Ring, Accelerator Pedal Retaining	1
479220C1	Bushing, Pedal	2

Table 2: Kit 8900090R91 Contents for 1652UPS ONLY

International Part Number	Description	Quantity
2585250C1	Clamp, Saddle	1
2585253C1	Screws, Saddle Clamp	2
1697270C1	Spring, Accelerator Pedal	1
2585251C1	Rod, Pedal ESPA	1
2501864C1	Ring, Accelerator Pedal Retaining	1
479220C1	Bushing, Pedal	2
472697C1	Bumper Stop, Accelerator	1
25708R1	Washer, Flat 5/16"	2
25520R1	Nut, Hex 5/16" PHC Type 8	2
3566919C2	Spacer, Accelerator Pedal Stop	1
26675R1	Bolt, 1/4" x 1" PHC Type 8	4
25519R1	Nut Hex 1/4" NC Type 8	4
120380	Washer, Lock, 1/4" – Stl - ZN	4

Table 3: Kit 8900091R91 Contents for 1552SC and 1652SC Models

International Part Number	Description	Quantity
2585250C1	Clamp, Saddle	1
2585253C1	Screws, Saddle Clamp	2
1697270C1	Spring, Accelerator Pedal	1
2585251C1	Rod, Pedal ESPA	1
2501864C1	Ring, Accelerator Pedal Retaining	1
479220C1	Bushing, Pedal	2
472697C1	Bumper Stop, Accelerator	1
25708R1	Washer, Flat 5/16"	2
25520R1	Nut, Hex 5/16" PHC Type 8	2

LABOR INFORMATION

All vehicles in this campaign should need one of the secondary pedal stop kits installed and need one of the three labor operations below. However, there may be a few built at the end of the population that already have the secondary stop installed. If you find one, please report the vehicle as inspected and no corrections necessary by sending in the card or by filing a warranty claim for 0.2 hours to complete the recall.

OPERATION NUMBER	DESCRIPTION	TIME in hours
A40-02511-1	Install kit for RE, 1552SC, or 1652SC models without transmission modulator switch	0.5
A40-02511-2	Install kit for RE bus and adjust transmission modulator switch	0.7
A40-02511-3	Install kit 8900090R91 For 1652UPS only	0.6

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

Note: Most claims should be for cause 2 below. Very few, if any, should be inspected only or cause 1 below because a 1 means the vehicle already had the secondary pedal stop and did not need one installed.

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 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