

**G-01502**  
**February 2001**

**SUBJECT: SAFETY RECALL (U.S., EXPORT)**  
**AUTOMATIC BRAKE ADJUSTER ANCHOR BRACKETS ON**  
**AIR BRAKE VEHICLES WITH LONG STROKE BRAKE**  
**CHAMBERS, EATON / SPICER BRAKES, AND BUILT FROM**  
**10/7/96 THROUGH 11/14/00.**

**DEFECT DESCRIPTION**

The automatic brake adjuster anchor brackets may fail and completely separate, causing the automatic brake adjusters to function as manual brake adjusters. If the anchor bracket for an automatic brake adjuster fails, the brakes at that wheel end will not automatically adjust. As the brake linings wear on a wheel end without automatic adjustment, **the vehicle could have reduced braking capacity and the vehicle could be involved in an accident resulting in property damage, personal injury, or death.**

**MODELS INVOLVED**

All 8100, 9100, 9100i, 9200, 9200i, 9300, 9400, 9400i, and 9900i models built from 10/7/96 through 11/14/00 with EATON / SPICER (Haldex) automatic brake adjusters, long stroke brake chambers, and EATON / SPICER brakes.

**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 since 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:** These brackets are used on rear axles only. All vehicles in this campaign will either have two or four brake adjuster anchor brackets that will have to be inspected prior to replacement. Single rear axle (4 X 2) vehicles have two brackets and tandem axle vehicles (6 X 4) have four brackets. Most, but not all brackets will have to be replaced. Replace brackets according to the inspection in step 6 below.

### **INSPECTING AND REPLACING THE BRAKE ADJUSTER ANCHOR BRACKETS**

1. Park the vehicle on level ground, put the transmission in neutral, set the parking brake and shut off the engine.
2. **WARNING:** Block the wheels to prevent the vehicle from moving in both directions. If the vehicle rolls unexpectedly, the result could be serious personal injury or death.
3. **WARNING:** Do not work under a vehicle supported only by jacks. Jacks can slip or fall over and cause injury.
4. If necessary to raise the vehicle in order to remove the brake adjuster anchor brackets, support the vehicle with safety stands.
5. Apply air to release the spring brake, assure the pushrod is fully retracted. If air is not available, the spring brake must be caged back.
6. **INSPECTION: REQUIRED:** Before replacing the anchor brackets, follow the replacement rules below and reference FIGURE 1 (next page). Some tandem axle vehicles were manufactured with the correct bracket and brake adjuster combination on one axle but not the other.  
**WARNING: PUTTING THE ANCHOR BRACKET FOR THIS CAMPAIGN ON THE WRONG SLACK ADJUSTER CAN CAUSE TIGHT OR DRAGGING BRAKES.**

#### **GOOD ANCHOR BRACKETS (FACTORY INSTALLED):**

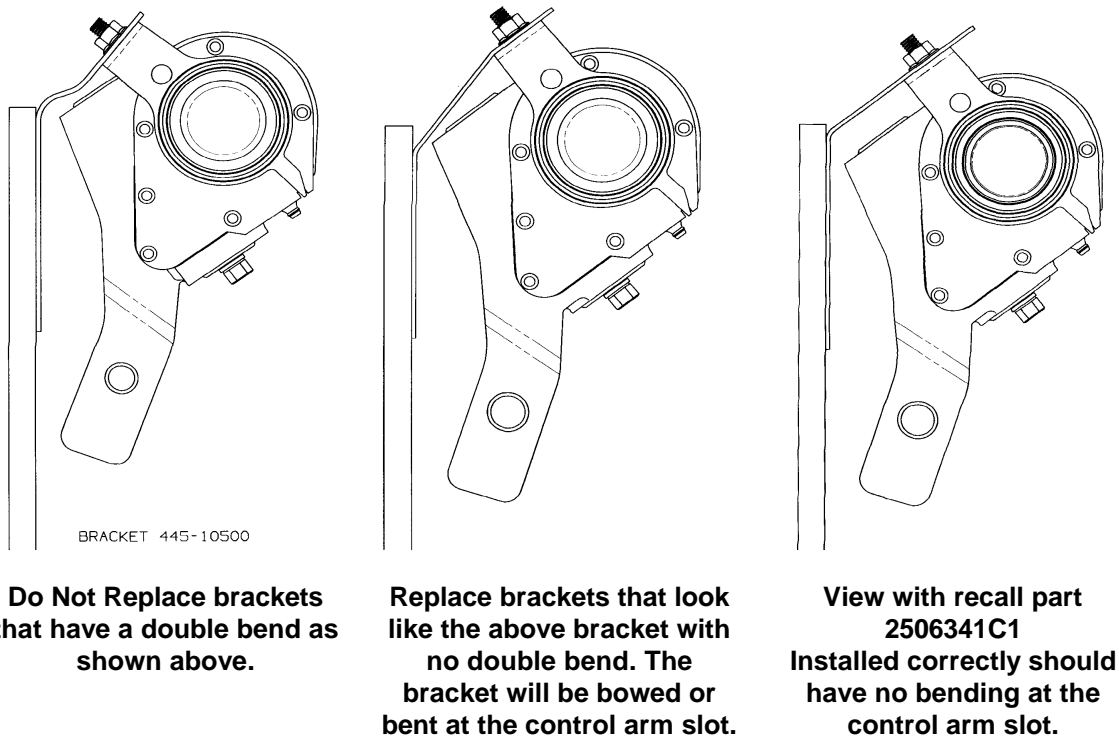
Good brackets have a double bend as shown in the left figure of FIGURE 1 and **may have** a “500” stamped on the longest part of the bracket. **DO NOT REPLACE THESE BRACKETS OR TIGHT OR DRAGGING BRAKES MAY OCCUR.**

#### **DEFECTIVE ANCHOR BRACKETS:**

Defective brackets **DO NOT have a double bend**. Compare the left figure and the middle figure of FIGURE 1. All defective brackets will look like the one in the middle figure and **may have** a “430” stamped on the longest part of the bracket. **Change all brackets that match this description.**

### **REPLACEMENT BRACKET SUPPLIED FOR THIS CAMPAIGN:**

The replacement bracket supplied for this campaign does not have a double bend like the originally installed good bracket but it is physically different than the defective bracket. When this part is installed correctly there will not be a bend or bow near the control arm stud (see the right figure of FIGURE 1 below).



**FIGURE 1**

7. Using a ½" wrench, remove the nut holding the anchor bracket to the control arm.
8. Using a six-point 7/16" wrench rotate the adjusting hex counter-clockwise. A ratcheting sound will occur. This will back off the brake and allow the travel necessary to remove the air chamber mounting nut.
9. Using a 15/16" wrench, remove the air chamber mounting nut and flat washer.
10. Remove the anchor bracket and scrape away any debris or material on the area where the anchor bracket mounts.
11. Place the new bracket over the air chamber stud and the control arm stud. Install the air chamber flat washer and nut. Snug the nut and verify that the bracket is flat against the mounting surface.
12. Tighten and torque the air chamber stud nut to 105 – 125 ft-lbs.
13. Assure that the system air pressure is above 85 psi and the brake chamber pushrod is fully retracted.
14. Rotate the adjusting hex clockwise until the brake shoes hit the brake drum.
15. Rotate the adjusting hex counter-clockwise ½ turn. **The control arm is now out of position.**

16. **To position the control arm.** Rotate the control arm counter-clockwise as viewed in FIGURE 1 or away from the adjusting hex and towards the air chamber until it comes to a definite internal stop. If the control arm is mis-positioned, TIGHT BRAKES WILL OCCUR.
17. Install and tighten the control arm nut to 10 – 15 ft-lbs. Assure that the control arm does not move out of position while tightening. Verify that the anchor bracket is not bent or bowed at the control arm slot and that it is correctly installed as shown in the right figure of FIGURE 1.
18. Uncage the brake chamber if caged in step 5.
19. Do not return or reuse the defective brackets, destroy and recycle the defective brackets locally.

## **PART INFORMATION**

There is one bracket part number that is used for this campaign (**2506341C1**). Vehicles in this campaign will require either two or four brackets (see inspection step 6 of Service Procedure).

## **LABOR INFORMATION**

**Note:** Only one labor operation should be used per vehicle for this campaign, either operation 1 or 2 below.

<b><u>Operation Number</u></b>	<b><u>Description</u></b>	<b><u>Time</u></b>
A40-01502-1	R & R two anchor brackets	0.5 hrs
A40-01502-2	R & R four anchor brackets	0.9 hrs

### **CAMPAIGN IDENTIFICATION LABEL**

Each vehicle corrected in accordance with Campaign letter **G-01502** 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, transfer location or 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.

In order to avoid having to replace an owner 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 01502	NOUN: Leave Blank.	C: (CAUSE) Enter either 1, 2, or 3. 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, transfer location or customer must be notified **IMMEDIATELY** from your dealer location.

Export locations are to submit warranty claims in the usual manner making reference to Recall letter G-01502.

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**