

VEHICLE RECALL

G-05522
November 2005

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

**on certain RE School and Commercial Bus models with
between-the-frame-rail air tanks located over the front
axle built between 7/20/2005 and 10/17/2005**

DEFECT DESCRIPTION

The air line connections at the primary and secondary air tanks may be reversed. The green line may be connected to the secondary air tank instead of the primary and the orange line may be connected to the primary instead of the secondary air tank.

MODELS INVOLVED

This recall involves certain RE School and Commercial Bus models built with between-the-frame-rail air tanks located over the front axle (feature code 04VBX) built between 7/20/2005 and 10/17/2005.

PARTS INFORMATION

Part Number	Description	Quantity
3544557C1	STRAP,CABLE LOCK*382MM BUTTON	2
306132C1	STRAP,CABLE LOCK	4
417201C3	TUBE,NYLON BULK 5/8 OD BLACK	80 Inches (203.3 cm)

SERVICE PROCEDURE



WARNING:

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

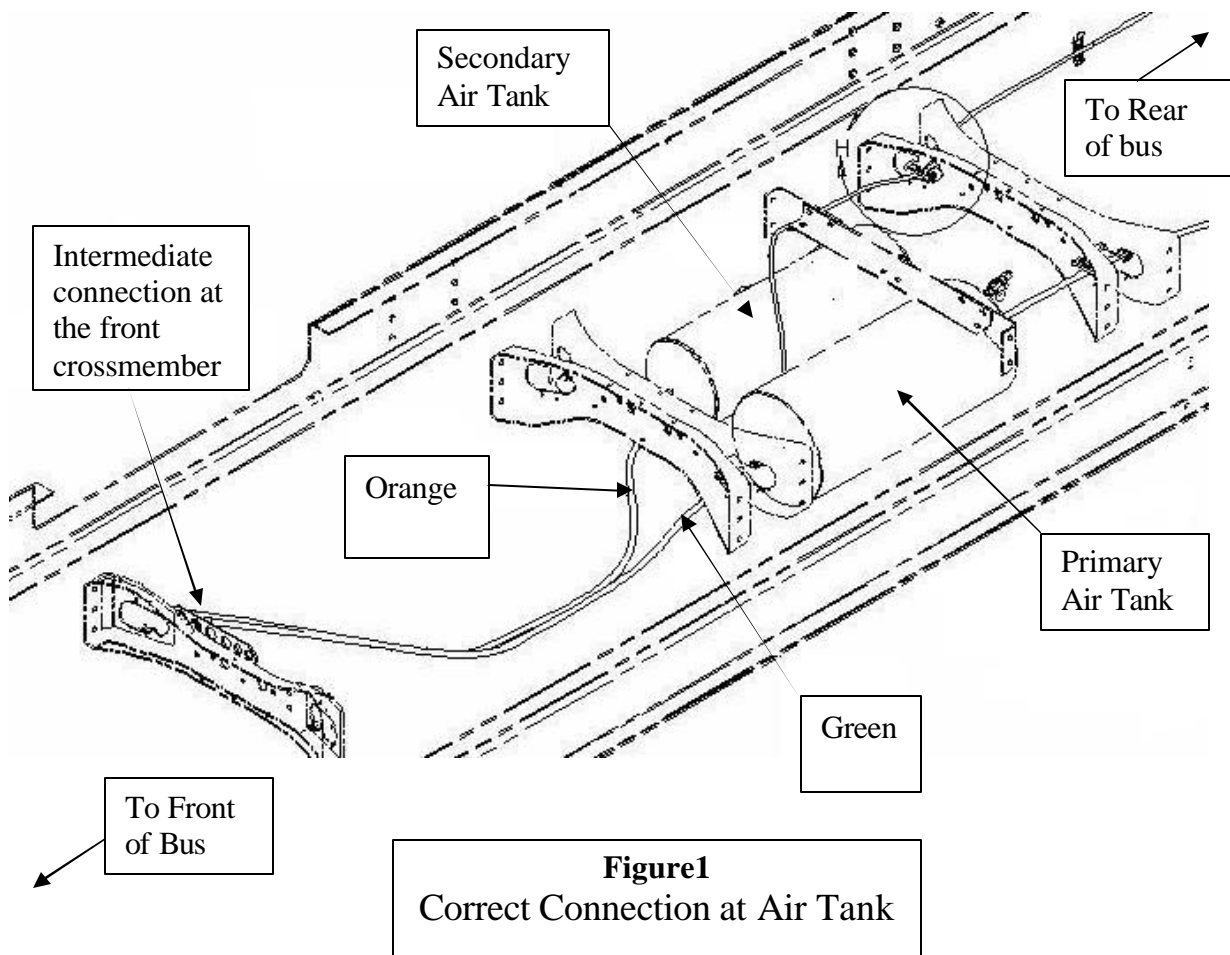


WARNING:

***TO AVOID PROPERTY DAMAGE, PERSONAL INJURY, OR DEATH WHEN
SERVICING THE VEHICLE, PARK ON A FLAT LEVEL SURFACE, SET THE
PARKING BRAKE, SHUT THE ENGINE OFF AND CHOCK THE WHEELS.***

Labor Operations

This service procedure is split into two (2) sections: 1) an inspection section and 2) a plumbing change section. Perform the inspection on the vehicle first to determine if a plumbing change is required.



INSPECTION PROCEDURE

1. The air tanks and air lines can be viewed by looking under the front of the bus. If the air line color is not visible because of dirt or paint, you will have to perform the inspection by sliding under the bus and wiping the dirt off or scraping the paint from the air lines.
2. Verify that the green and orange lines are plumbed as indicated in **Figure 1**. The green air line should connect to the primary tank, which is located on the driver side of the bus. The orange air line should connect to the secondary air tank, which is located on the entrance door side of the bus.

3. If the tanks are plumbed according to **Figure 1**, then the brake system is plumbed properly. NO plumbing change is required and the recall is complete.
4. If the tanks are not plumbed according to **Figure 1**, and are reversed (orange to primary and green to secondary), then continue on to ***Plumbing Change Procedure***.

PLUMBING CHANGE PROCEDURE

Quality Connect Fitting Instructions:

The Quality Connect fittings used on the air lines are threadless. A collet in the fitting bites into the line to hold it firmly in place. The fitting O-ring seals the line to the valve, manifold or tee body to prevent leakage. Please refer to TSI 94-04-03, Dated August 1994, Subject File: Brakes, for detailed instructions and warnings on removing and replacing these fittings.

The link on ISIS is: <http://service.navistar.com/tsis/940403.htm>

If you do not have access to ISIS, you may request a copy of this TSI by calling 501-505-2193 or emailing a request to Kathy.anders@ic-corp.com

1. REFER to **Figure 1** for all instructions.
2. Completely bleed off both primary and secondary air systems to 0 psi (0 KPa).
3. Disconnect the 5/8" green line from the secondary air tank. Trim the green line length to provide the same routing to the primary tank that is provided by the orange line. Ensure the line is cut straight and is clean at the new sealing area. Do not remove the intermediate connection at the front crossmember for the green line.
4. Disconnect the 5/8" orange line from primary air tank.
5. Install the green line to the primary tank making sure there are no kinks.
6. Loosen or remove all clipping on the 5/8" orange line between the air tanks and the intermediate connection at the front crossmember.
7. Remove the 5/8" orange line from the intermediate connection at the front crossmember.
8. Measure and cut 80 inches (203.3cm) of 5/8" black bulk tubing to replace the 5/8" orange air line. Ensure the cut is clean and even.

9. Connect the new black line to the same port at the intermediate connection from which the orange line was removed. Route and clip new black air line along the same path as the original orange line. Trim line as necessary. Tighten or replace clipping if required. Ensure there are no kinks in the line at any point in its routing. Make sure that any other lines or cables are included in the clipping as originally built.
10. Connect the black line to the secondary air tank.
11. Start the vehicle to pressurize the system and check for leaks at the intermediate connection on the crossmember and the tank connections. Repair as required.
12. **Test Brake System:** Drain the primary air tank. Ensure that the secondary air tank retains pressure. Apply the service brake and ensure that the brakes actuate. Reinstall primary air tank pressure to normal.

End of Inspection and Repair Procedure

LABOR INFORMATION

Labor Code	Description	Time (hours)
A40-05522-1	Inspect Only	0.3
A40-05522-2	Inspect & Repair	0.5

CAMPAIGN IDENTIFICATION LABEL

*Each vehicle corrected in accordance with this campaign **must be** marked with a S00109 Campaign Identification Label.*

Complete the label and attach 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 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 an owner vehicle or refund the purchase price, every effort must be made to promptly schedule an appointment with each owner to repair his or her vehicle as soon as possible.

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.

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)						
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 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 the Regional Service Manager at your regional office.