



## Recall Service Bulletin



**DATE:** 03-25-20

**APPLIES TO:** This Recall service bulletin applies to 2019 through 2020 model year, Gladiator and Metro Star model emergency response chassis cabs built between October 14, 2019 and February 6, 2020.

**NHTSA/TC Id:** 20V138

**CONDITION:** Park brake valve airline compression rings may not be compressed tight enough.

**CORRECTION:** Inspect to ensure compression ring is compressed tightly around each park brake valve airline. If not compressed tightly, remove old compression ring and replace.

**LABOR ALLOCATION:** 1.0 hour

**CLASSIFICATION:** M3

### **GENERAL INSTRUCTIONS:**

Thoroughly review entire service bulletin before starting work. If there are questions or concerns with steps defined in this service bulletin, contact Spartan Fire, LCC. Customer & Product Support Group.

All applicable industry safety standards must be followed when performing work identified in this procedure.

### **STEP-BY-STEP INSTRUCTIONS:**

1. Locate park brake valve under center dash or shift pad. Refer to FIG 3.1.
2. Label each airline at park brake valve to ensure proper reconnection.
3. Remove the brass nut securing each airline on park brake valves and inspect each compression ring to determine if ring is compressed tightly around airline. Refer to FIG 3.2.

Service Bulletins are intended for use by Professional Technicians only. They are written to guide Professional Technicians in performing service to vehicles of specific nature in conjunction with industry standards. Professional Technicians are appropriately trained on industry standards and have the tools and equipment to perform procedures safely and properly.

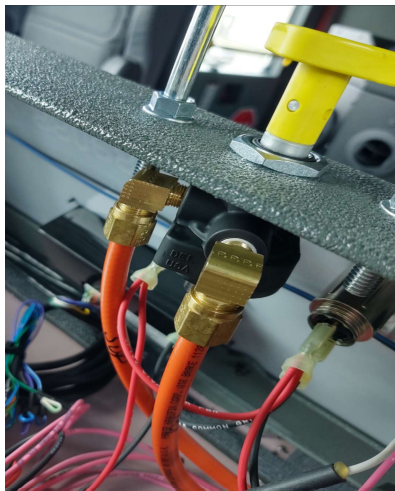


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Note: If the compression nut was tightened properly the airline will not easily pull from the fitting and will have a noticeable “crimp” around the ring caused from the nut tightening around it. If the airline does not pull from the fitting, skip to step 7.

4. If compression ring is not compressed tightly around airline, pull the airline from the fitting, cut the airline, ensuring a straight cut is made, directly below compression ring and discard old ring.
5. Install compression nut onto airline and then slide the new compression ring onto airline.
6. Reinstall airlines to their respective park brake valve ports by inserting the airline into the fittings until the airline bottoms out inside the fitting and stops.
7. Reinstall the the compression nut onto fitting until it is finger tight.
8. Once finger tight:
  - a. For “**NEW**” compression ring installed, tighten nut with wrench four complete turns.
  - b. If original compression ring was found to be compressed tight per Step 3 and is being reused, tighten nut with a wrench until no more than 1 thread is showing under the compression nut. Refer to FIG 3.3.



**FIG 3.1**

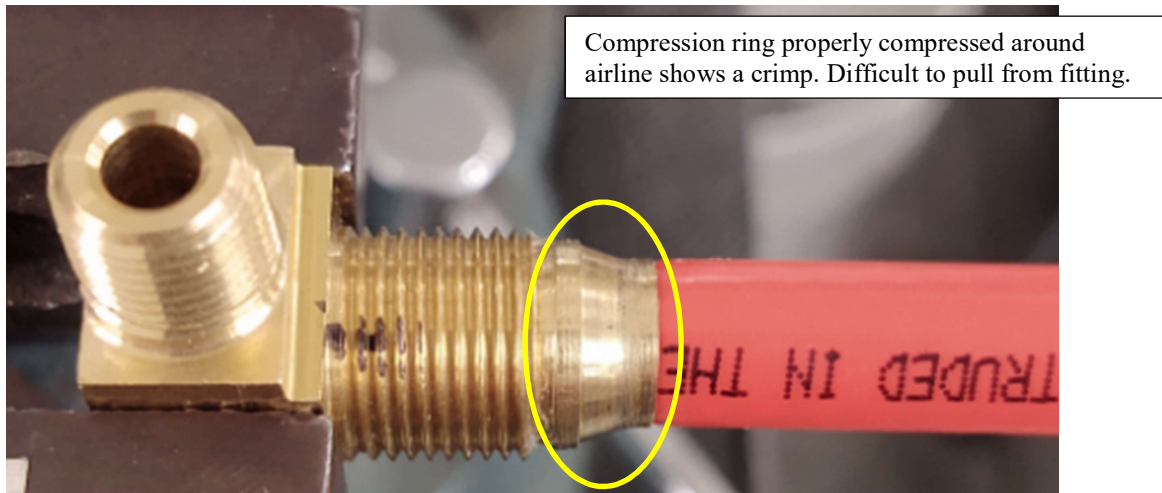
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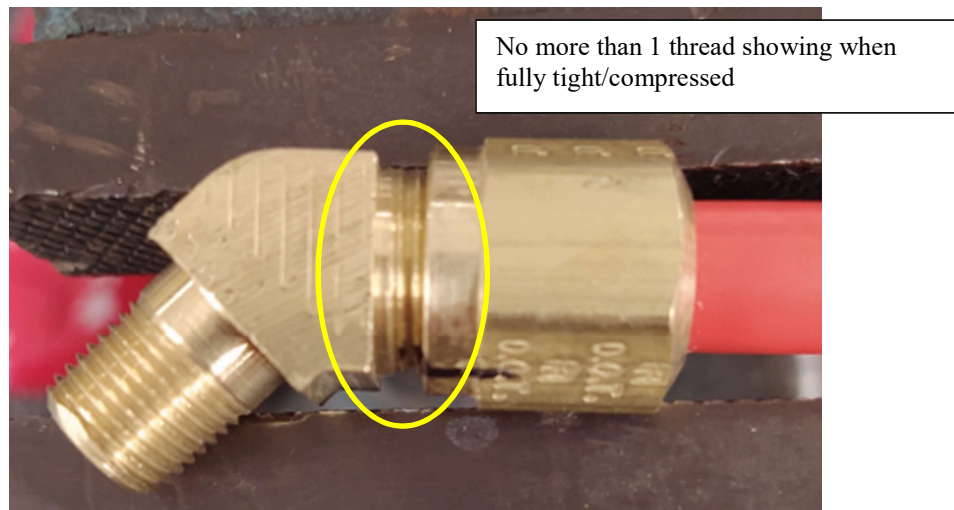
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**FIG 3.2**



**FIG 3.2**



**FIG 3.3**

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