



SAFETY RECALL BULLETIN

NHTSA RECALL 20V450

AUTOCAR, LLC SAFETY RECALL ACX-2004

September, 2020

ATTENTION:

Service Managers / Parts Managers.

SUBJECT:

Inspection and/or reinstallation of the parking brake synchronization valve (synchro valve) on certain Xpeditor chassis.

SAFETY RECALL INFORMATION:

This document provides instructions regarding the inspection and/or reinstallation of the existing synchro valve that may have been installed incorrectly.

VEHICLES AFFECTED:

There are 1086 vehicles affected, manufactured after August 17, 2017. To determine if a vehicle is affected by this Recall, log in to the Autocar Warranty Management System at www.autocartruck.com. From the main menu, select "View Recalls/Service Programs" and look for the Autocar recall number above. An excel file will be accessible with the VIN list of affected vehicles. Alternatively, to determine if a single vehicle is affected, select "VIN Profile" from the main menu in the Autocar Warranty Management System. In the "Chassis Number" field, enter the last 6 of the VIN. Once the VIN profile is displayed, scroll down to the "Recall/Service Program Information" section to determine if the Recall is open.

SERVICE RESPONSIBILITY:

Service sites must perform this recall on affected vehicles at no charge to the owner regardless of vehicle mileage, age, or ownership. If a vehicle affected by this recall is taken into or is currently in your vehicle inventory, or at your center for service, you must perform this Recall before the vehicle is sold or released to the owner.

REQUIRED PARTS:

There are no parts required for this Recall.

CLAIM CODING INFORMATION:

Repair Number (Op Code)	Time Allowance (SRT)	Description
56320-0-06	.50 HR	Synchro Valve Inspection Only

Repair Number (Op Code)	Time Allowance (SRT)	Description
56320-0-07	1.0 HR	Synchro Valve Inspection and Repair

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SAFETY NOTICES:



WARNING

Allow the vehicle's engine and cooling system to cool to ambient temperature before performing the repair procedure. A hot engine or cooling assembly may cause burns or other personal injury.



WARNING

Never rely on the hydraulic pressure to hold the cab in an open position. Always use the safety pin in the cab tilt lock tube to prevent serious personal injury or death.



WARNING

To prevent eye injury, always wear eye protection when performing vehicle maintenance, service or inspection.



WARNING

Before working on a vehicle, set the parking brake, place the transmission in neutral and block the wheels. Failure to do so can result in unexpected vehicle movement and can cause serious personal injury or death.



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Working on CNG/LNG Trucks

SAFETY INSTRUCTIONS

If you store or dispense Compressed Natural Gas (CNG) or Liquefied Natural Gas (LNG), or if you work on CNG or LNG trucks, your location must be fully compliant with applicable codes, regulations and standards, including National Fire Protection Associate (NFPA) codes, Society of Automotive Engineers (SAE) standards, American National Standards Institute (ANSI) Natural Gas Vehicle (NGV) standards, the United States Code of Federal Regulations (CFR) and your state and local fire and other applicable codes (including, for example, the California Code of Regulations and the Texas Administrative Code).

Contact your local fire department for guidance and additional compliance information.

Technicians working on Autocar trucks with CNG or LNG engines must be trained in the proper repair of CNG and LNG trucks and engines and the safe storage and dispensing of CNG and LNG.

Working on CNG Fuel Systems



WARNING

CNG fuel systems include a high pressure (3600 psi) system for fuel storage and a low pressure system (125 psi) for consumption by the engine. Understanding the characteristics of CNG and how the fuel system works will prevent injury and damage to persons and property.

Attempting to operate or maintain any CNG fuel system without proper training is dangerous. Complete training and consult instructional bulletins from the CNG system suppliers, such as Agility Fuel Systems' Field Service Bulletin, *Safely Working on CNG Fuel Systems*.

Welding and Hot Work Near CNG and LNG Trucks



WARNING

Welding, grinding, and other "hot work" can be safely performed on or near a CNG or LNG vehicle, but certain precautions must be followed. Understand and perform the necessary precautions provided by the CNG system suppliers, such as Agility Fuel Systems' Field Service Bulletin, *Welding and Hot Work Precautions Near CNG and LNG Vehicles*.



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CNG Cylinders



WARNING

CNG fuel containers must meet Federal Motor Vehicle Safety Standard (FMVSS) 304 (Compressed Natural Gas Fuel Container Integrity) and/or ANSI/CSANGV2 (Basic Requirements for Compressed Natural Gas Vehicle Fuel Containers). Both standards specify a detailed visual examination every three years.

Truck owners are required to complete all necessary inspections, in accordance with the applicable standards and other resources, such as the Clean Vehicle Education Foundation and NGVAmerica's Compressed Natural Gas (CNG) Container Visual Inspection Advisory.

FMVSS 304 also requires that cylinders not be used after the end of life (EOL) date provided on the tank label. The EOL date is also displayed in the engine compartment and at the fueling connection of each truck. If there are any question as to proper decommissioning of a cylinder, contact the manufacturer, whose name and address is also required to be on the label.

CNG Fuel Container Pressure Relief Devices (PRDs)



WARNING

PRDs must be properly maintained and positioned for safe operation of a CNG fuel system. Missing vent caps can allow moisture into PRDs and vent lines, which can freeze and damage these safety components. Debris which clogs the PRDs and/or vent lines can prevent proper function.

PRDs must be positioned to vent upward, not outward, from a vehicle.

Ensure that every truck owner completes periodic inspections of the PRDs and vent lines and systems, in accordance with guidance provided by the system component suppliers.

Alert First Responders to CNG and LNG



DANGER

In the event of a fire or other emergency, alert first responders to the presence and location of CNG fuel systems, tanks and dispensers. Ensure that emergency personnel are aware of proper precautions, such as those provided in Agility's *First Responder Guide: CNG and LNG Vehicle Fuel Systems*.



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LOCKOUT/TAGOUT PROCEDURES:



CAUTION

Before entering the vehicle or vehicle body, read and follow OSHA regulations concerning entry and working in “CONFINED SPACE” OSHA 1910.146 and “LOCKOUT/TAGOUT” OSHA 1910.147. Follow OSHA regulations while performing any work on the vehicle. The vehicle must be disabled by the following steps before performing any work on the vehicle:

1. Place the transmission in NEUTRAL.
2. Set the parking brake.
3. Shut the engine OFF.
4. Lock cab doors, keep the key in your pocket. Block the wheels before entering the body or performing any work on the vehicle.
5. Turn the battery disconnect switch OFF, if equipped.
6. Completely drain the air from the primary/A system and secondary/B system by opening the drain valves on the air tanks themselves or by using the drain manifold if supplied. When draining the air tanks, do not look into the area where air is draining. Dirt or sludge particles may be expelled in the air stream and can cause eye injury.
7. Place magnetic “DANGER” signs on both cab doors before entering the body or performing any work on the vehicle.
8. Take proper precautions before working under the vehicle. Use ramps approved for the weight of your vehicle, or use floor jacks and stands. Never work under a vehicle supported by jacks alone. Always use jack stands to support the vehicle.

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INSPECTING THE SYNCHRO VALVE:

1. Unlock and open the right door.
2. Locate the synchro valve (see Figure 1).

Note: It may be necessary to move the wiring harness to obtain a clear view.

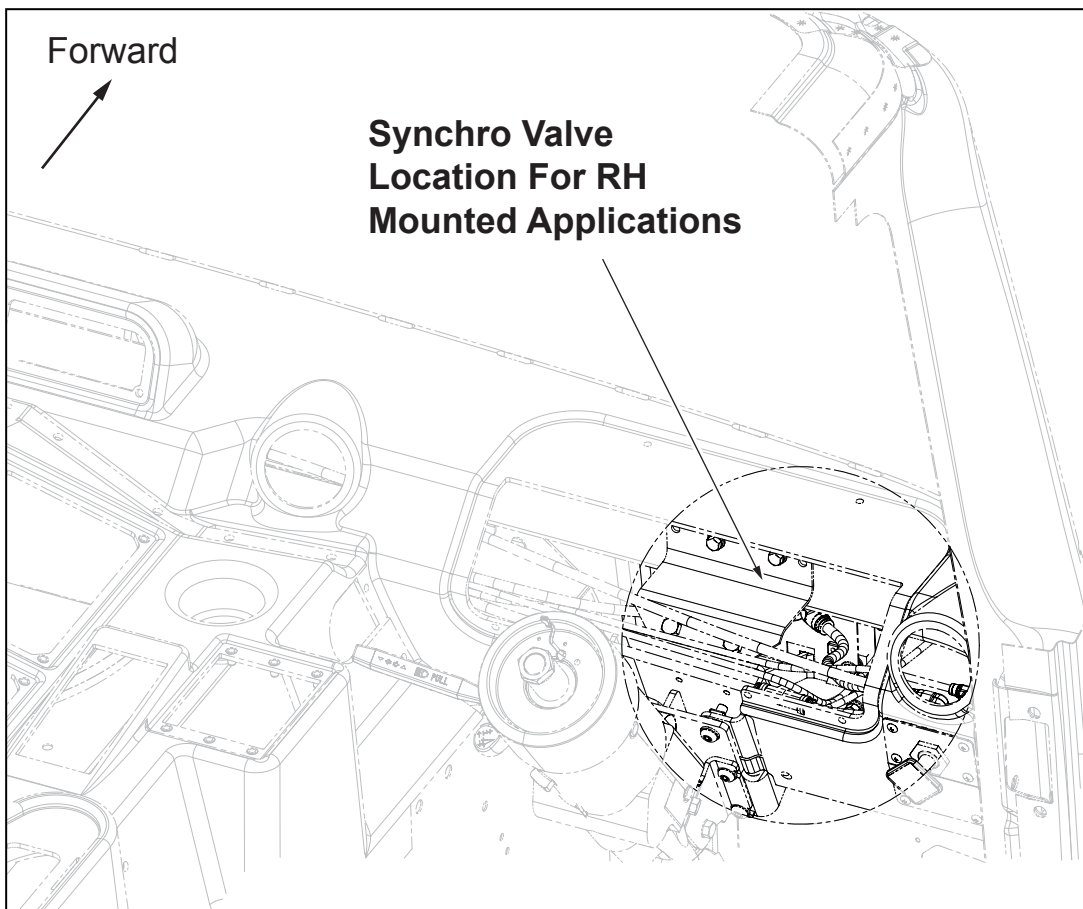


Figure 1

3. Ensure that the larger 1-1/4" diameter end of the synchro valve is to the right and connected to the double check valve (see Figure 2).
4. Ensure that the upper bolt and narrow end (1") of the synchro valve is to the left of the exhaust breather (see Figure 2).

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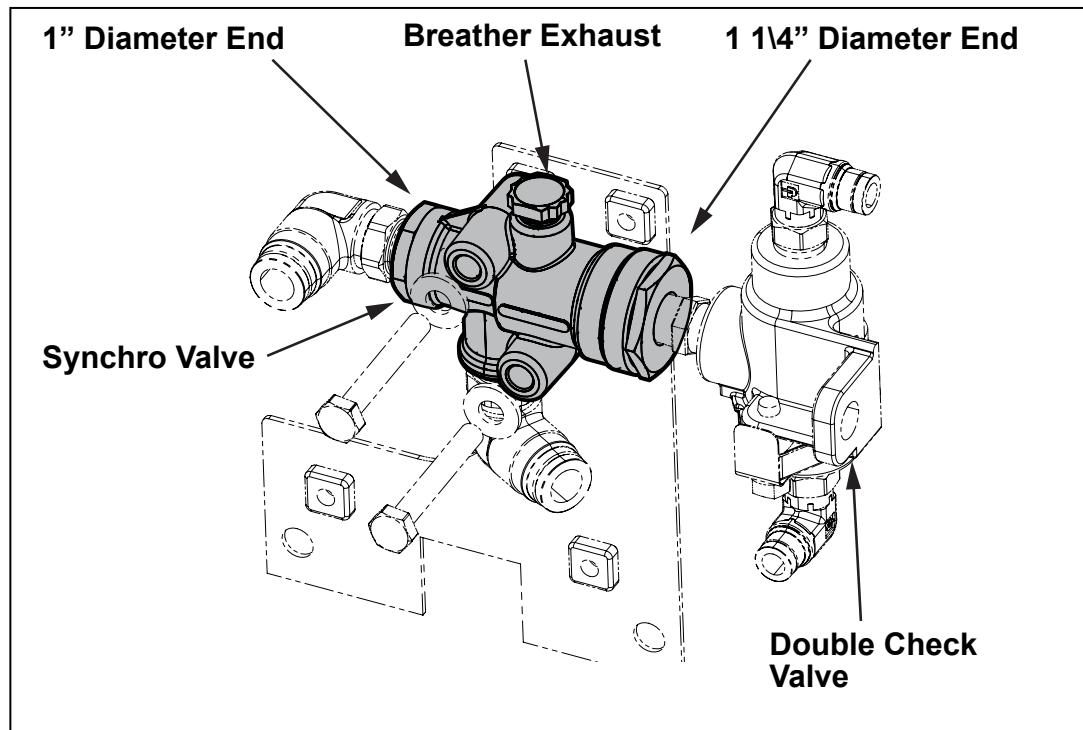


Figure 2

5. If the orientation of the synchro valve is found to be correct, the inspection is complete. If, the orientation is found to be the incorrect, proceed to step 6.
6. Disconnect all of the air lines from the synchro valve and the double check valve assembly.
7. Remove the valve assembly (synchro and double check valve) by removing the 2 mounting bolts and set the mounting bolts aside for reinstallation (see Figure 3).
8. Separate the synchro valve from the double check valve and place the double check valve aside for reassembly.
9. Remove the air line fittings from the 1" and 1-1/4" ends of the synchro valve and set aside for reinstallation (see Figure 3).
10. Rotate the synchro valve to the correct position.
11. Apply paste or liquid pipe thread sealant (obtained locally) to the threads and reinstall the air line fittings into the synchro valve.
12. Apply paste or liquid pipe thread sealant (obtained locally) to the threads and reassemble the synchro valve to the double check valve that was set aside in step 8.

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13. Reinstall the synchro valve and double check valve assembly by reconnecting the air lines that were disconnected in step 9 (see Figure 3).
14. Reinstall the 2 mounting bolts that were set aside in step 7.

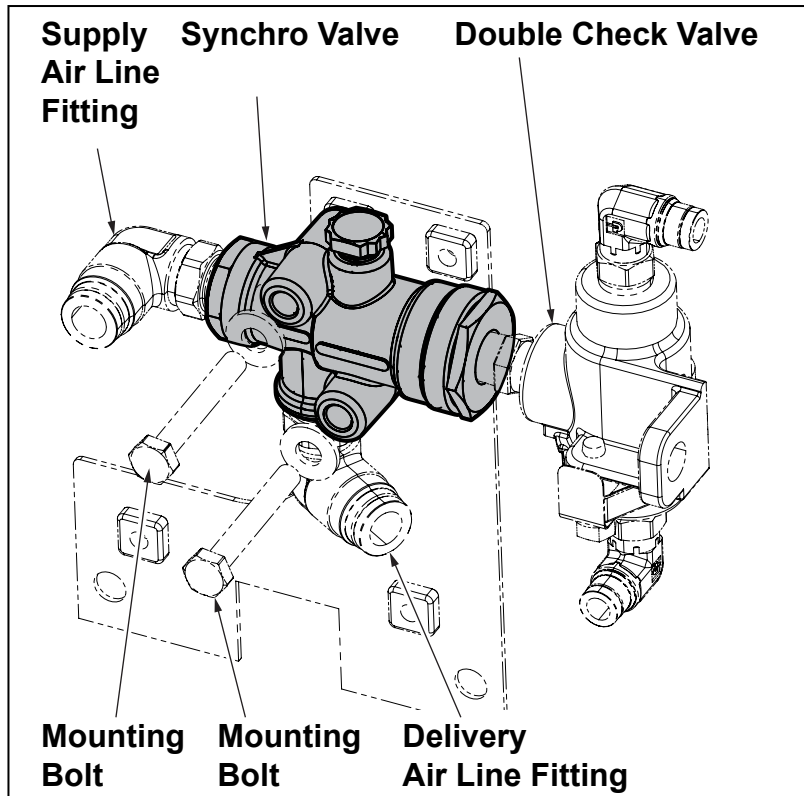


Figure 3

15. Perform a functional test of the synchro valve by following steps 16 through 24.

Note: Steps 16 through 20 are verifying the "A" system and Steps 21 through 24 are verifying the "B" system.

16. Start the engine to charge the air system fully to governor cut-out and shut the engine off.

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17. Push the yellow button to confirm that it will not remain depressed or release the parking brake (see Figure 4).



Figure 4

Note: The button should return to the out or parking brake applied position.

18. While firmly pressing the service brake pedal, push the yellow button.

Note: The button should remain depressed or in the parking brake released position.

19. Drain the “A” (primary) system.

Note: The button should remain depressed or in the parking brake released position.

20. Drain the “B” (secondary) system.

Note: The button should pop out, applying the parking brake automatically at 40psi +/- 3psi.

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21. Start the engine to charge the air system fully to governor cut-out and shut the engine off.
22. While firmly pressing the service brake pedal, push the yellow parking brake button.

Note: *The yellow button should remain depressed or in the parking brake released position.*

23. Drain the “B” (secondary) system.

Note: *The yellow button should remain depressed or in the parking brake released position.*

24. Drain the “A” (primary) system.

Note: *The yellow button should pop out, applying the parking brake automatically at 40psi +/-3psi.*

Note: *If any portion of the functional test fails, please contact Autocar technical support at 888-218-3611.*

25. The parking brake synchronization (synchro valve) inspection and/or reinstallation is complete.