



Recall Service Bulletin



Recall Service Bulletin RSB22-330-001

DATE: 10/20/2022

APPLIES TO: This service bulletin applies to certain 2022 model year, Gladiator and Metro Star model emergency response vehicles built between November 2021 and February 2022.

NHTSA/TC Id: 22V682

CONDITION: Certain trucks equipped with front wheel park brake and the Hendrickson NXT front suspension may be plumbed incorrectly, resulting in a non-functional front park brake.

CORRECTION: Inspect front wheel park brake plumbing to determine if affected. If affected, replumb in accordance with the instructions below.

LABOR ALLOCATION: 1.5 hours

CLASSIFICATION: M3

PARTS REQUIRED: None

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, LLC. Customer & Product Support Group.

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

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 should be appropriately trained on industry standards and have the tools and equipment to perform procedures safely and properly.



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Step by Step Instructions:

1) Verify if truck is plumbed correctly using the ABS modulator self test.

- a. Start engine and build truck air up to full system pressure.
- b. Shut Ignition and Master off
- c. With the service brake **released**/park brake **applied**, turn master and ignition on.
- d. Listen for chuffing noise from the 2 front modulator valves, and a clicking at the rear modulator valves.
- e. Note if chuffing is or is not heard from the front modulator valves.
- f. Proceed to step 2.

2) Inspect plumbing under front of truck to verify it is plumbed according to the Figure 3.1 and Figure 3.2

- a. The size 8 line that comes out of the side of the double check valve should go to the quick release valve.
- b. The two size 8 lines that come out of the tee out of the end of the double check should go to the inversion valve and the treadle secondary valve.

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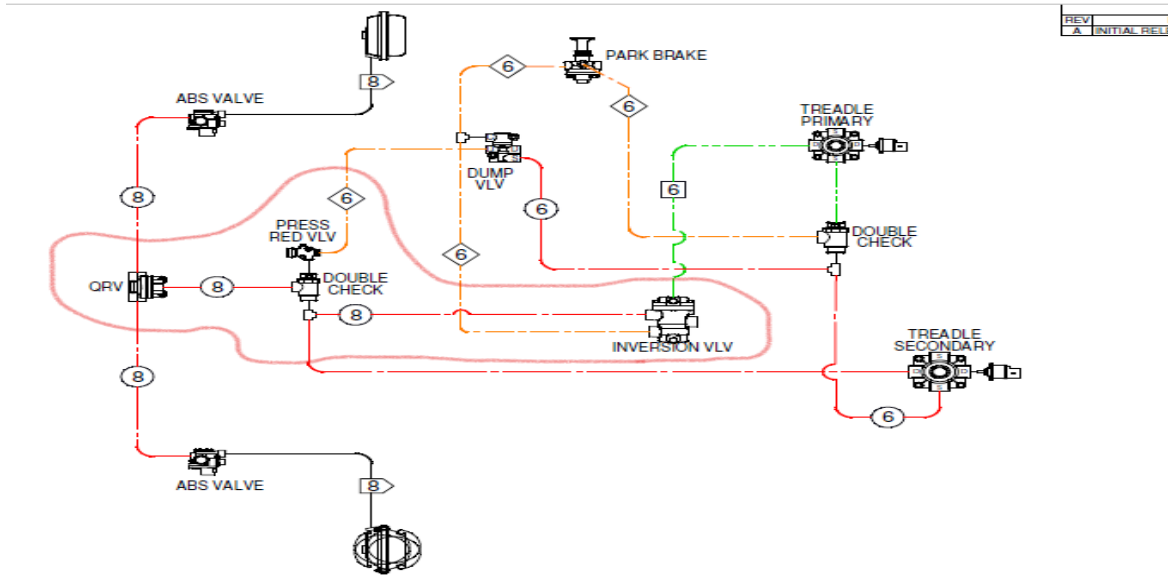


Figure 3.1 Correct Plumbing

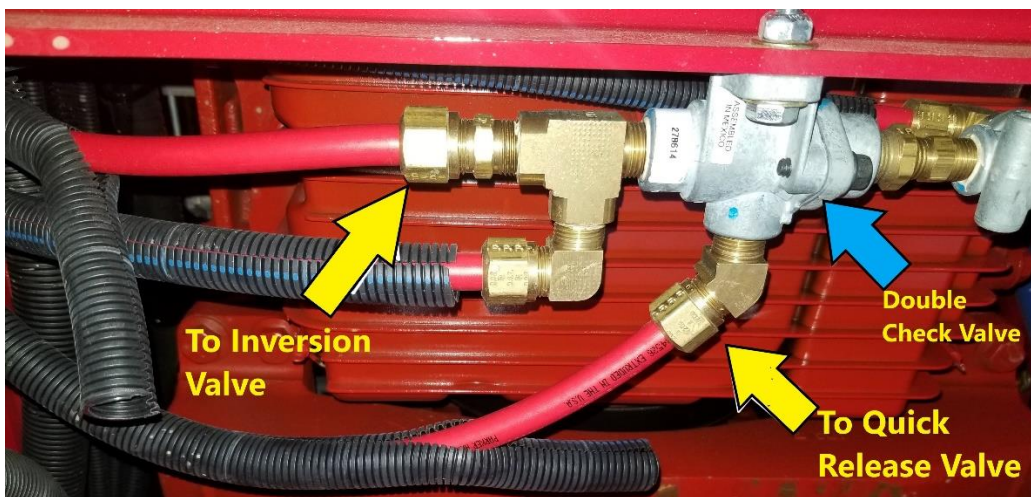


Figure 3.2 Correct Plumbing

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- 3) If the front ABS modulators are chuffing air as described in step 1 and the plumbing is correct in accordance with step 2, figures 3.1 and 3.2, then the front park brake system is plumbed properly, and no correction is needed. Do not proceed to step 4.
- 4) If the front ABS modulators are not chuffing air as described in step 1 and the plumbing does not match the diagram in Figure 3.1 or the picture in Figure 3.2, then the plumbing will need to be corrected. Proceed to step 5.
- 5) **Repair:** Once it has been confirmed that the front park brake system has not been plumbed correctly, the plumbing will need to be corrected.
 - a. Switch the 2 size 8 lines at the double check valve as shown in Figure 3.2.
 - b. Trace the lines and ensure they are plumbed in accordance with Figure 3.1.
 - c. Repeat the test outlined in step 1 to validate the correct plumbing through the use of the ABS modulator self-test. If air chuffing is heard on the front modulators only during master/ignition activation, then the system is now plumbed correctly.
 - d. Note findings on invoice to Spartan Fire LLC at time of submission.

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