



SB-8-202-001

MARCH, 2010

Attention:

Service Managers / Parts Managers

Subject:

Charge Air Cooler (CAC) Contacting Cab Structure

Service Bulletin Information:

Service bulletins are product modifications and/or product improvements that Autocar has determined will enhance the operation of the truck. In a continuing effort to inform our customers of potential service issues and avoid unnecessary down time, Autocar has identified the following operation as recommended preventative maintenance. This service bulletin should be added to your preventive maintenance and service manuals.

Description of Inspections and Adjustment:

This Service Bulletin provides information regarding inspections to determine whether the Charge Air Cooler (CAC) is contacting the cab structure of WX model trucks equipped with 2007 emission engines.

Autocar recommends inspection of the following areas (as set forth in detail beginning on *page 3*) at each truck's next scheduled PM, and subsequently every 150 hours:

- (1) Inspection of CAC-to-cab clearance.
- (2) Inspection of cab mount isolator for compression beyond serviceable limits.
- (3) Inspection of cooling pack isolator and radiator stay rod isolator.

If the CAC has been in contact with the cab, complete all steps of this Service Bulletin, including the Cooling Pack Adjustment procedure, which begins with *Step 6 (see Page 5)* of this Service Bulletin.

Continuous Product Improvement

Autocar, LLC is engaged in continuous efforts to evaluate and improve how trucks are performing in the field. While being committed to continuous product improvement, Autocar is not liable for updating existing chassis after they have been accepted into service.

If you have any questions regarding this Service Bulletin, please contact Autocar Service at 888-218-3611, or the Aftermarket Service Parts Group at 866-878-5980.

SERVICE BULLETIN



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Parts

Quantity as required:

- 3081825 RADIATOR STAY ROD ISOLATOR
- 3081787 RADIATOR SUPPORT ISOLATOR
- A6620045-001 REAR CAB MOUNT ISOLATOR

Tools Required

- (2) 15/16" Combination wrenches
- (1) Curved probe
- (1) 3/8" Drive ratchet
- (1) 7/16" Deep socket (3/8" drive)
- (1) 1/2" Deep socket (3/8" drive)
- (1) Tape measure

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.

DANGER

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

DANGER

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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INSPECTION PROCEDURES

STEP 1: CAC-to-cab clearance inspection:

Lift the access door on the front of the cab (located just above the grille) and check the CAC-to-cab clearance as follows:

Reaching through the access door (*indicated by Arrow A in Figure 1*), inspect the clearance between the frontmost surface of the CAC pipe and the inside surface of the cab structure behind the grille (*indicated by Arrow B in Figure 1*). Acceptable clearance is 1/2" to 5/8".

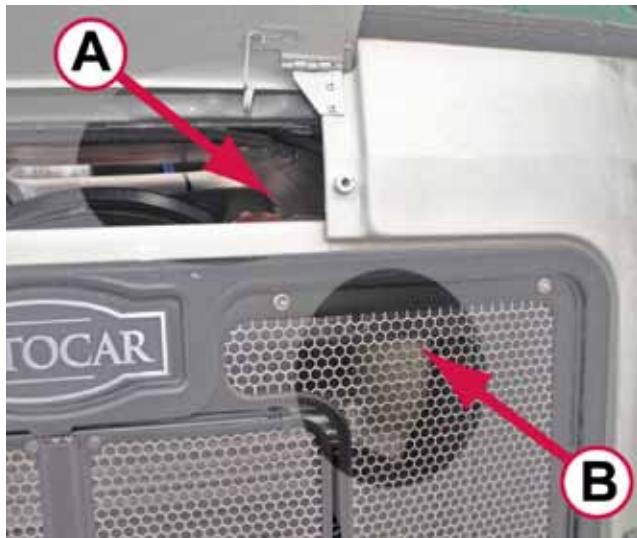


Figure 1

If the clearance is less than 1/2" to 5/8", replace any parts that are beyond wear limits, and complete all steps of this Service Bulletin, including the Cooling Pack Adjustment procedure, which begins with Step 6.

STEP 2: Cab mount isolator inspection:

Measure from the top of the cab mount isolator to the top of the lower cab latch bracket (see *Figure 2* and *Figure 3*). The isolator may be compressed to a minimum of 1 3/8" with the cab down and locked. If the isolator measures less than 1 3/8", replace the isolator.

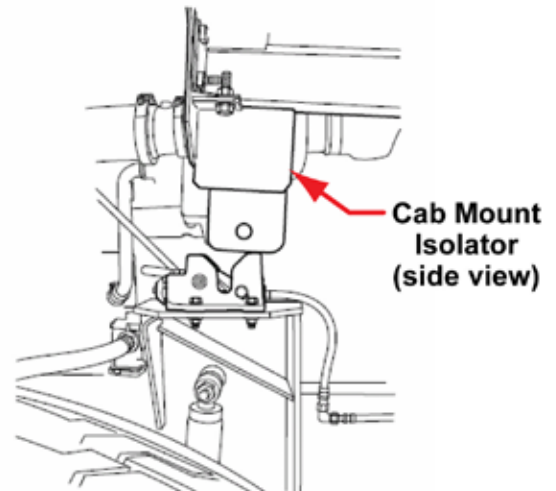


Figure 2

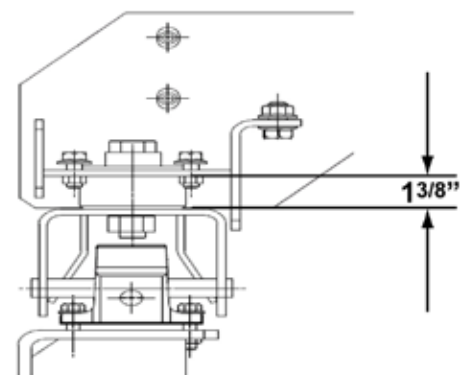


Figure 3
(Cab Mount Isolator - Rear View)

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DANGER

Due to the danger of sustaining personal injury and/or damage to the vehicle, never attempt to raise the cab outdoors under extremely windy conditions. Strong wind conditions could force the cab beyond the normal limits of its travel. 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.

CAUTION

Remove the pump handle when not in use. It may stick out and could cause injury to passersby.

STEP 3: Raise the Cab

- Remove or secure all loose articles and close all doors before raising the cab. The area above and ahead of the cab must be clear from obstructions. Place front wheels in a straight ahead position.
- Remove the pump handle from its storage on the inside wall of the driver or passenger side door.
- Place the selector lever on the hydraulic pump in the RAISE position. Insert the pump handle into the pump and operate the handle in an up and down motion. The hydraulic cab latches will open, then the hydraulic cylinders will lift the cab until the midpoint (top) is reached.
- Once the cab has reached its midpoint, the cab will free fall forward to the fully open position. The safety pin in the cab tilt lock device must be installed when the holes line up in the sliding bar.

STEP 4: Inspection of cooling pack isolator and radiator stay rod isolator:

The cooling pack isolator should be compressed to a minimum of 5/16". Measure from the top of the crossmember to the bottom of the cooling pack bracket (see *Figure 4*). If the isolator measures less than 5/16", replace the isolator.

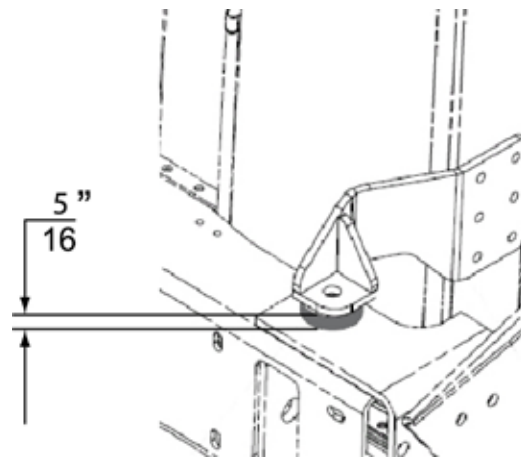


Figure 4

Inspect the radiator stay rod isolator for cracks (see *Figure 5*). Replace the isolator if it is cracked.

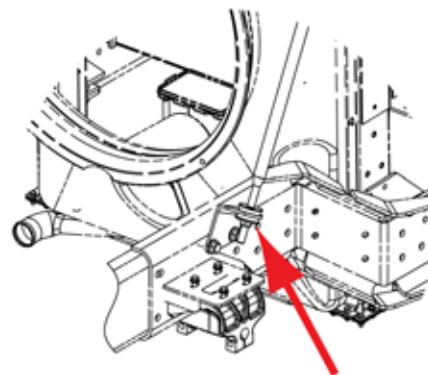


Figure 5

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STEP 5: Check for contact between the CAC and the cab:

Check the intake pipe of the CAC for a contact mark (see *Figure 6*).



Figure 6

In the case of the charge air cooler making contact with the cab, there will be a corresponding mark on the cab as shown in *Figure 7*.



Figure 7

The presence of marks indicates that the CAC was in contact with the cab. Complete all steps of this Service Bulletin, including the Cooling Pack Adjustment procedure, which begins with *Step 6*.

COOLING PACK ADJUSTMENT

STEP 6: Loosen the jam nuts on both radiator stay rods. Back the top nut up to the end of the threads.

STEP 7: Loosen all four CAC coupler hoses (eight clamps), and slide a probe between each hose and its respective fitting to be sure the coupler hoses are free.

STEP 8: Relieve the cooling system pressure (see Safety Notices, *page 2*) by slowly rotating the expansion tank cap 1/4 turn counter-clockwise. When the pressure is relieved, secure the cap by rotating clockwise until seated.

STEP 9: Place a container under the top radiator hose to catch the coolant. Loosen the top radiator hose (two clamps) to release the coolant into the container.

STEP 10: From the right side, pull the top of the radiator toward the rear of the vehicle (this should move without significant effort) and adjust the lower jam nuts to maintain the desired clearance.

STEP 11: Repeat *Step 10* from the left side.

STEP 12: Visually verify the cooling package angle by rolling the rubber seal back over the top of the aluminum fan ring. The maximum allowable adjustment would be when the fiberglass shroud at the rear-most point is visually in line with the forward-most point of the aluminum ring (See *Figure 8*).

NOTE: Be sure the fiberglass shroud does not pass into the area inside the aluminum ring. The shroud must remain forward of the ring.

NOTE: The upper jam nuts may be at the top of their travel.

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Figure 8



Figure 10

STEP 13: Secure the top radiator hose. (Do not over-torque the T-bolt clamps. When properly tightened, there should be between .015" and .030" clearance between the spring coils.)

STEP 14: Adjust the CAC piping for best fit (see *Figures 9 and 10*), and fasten securely. (Do not over-torque the T-bolt clamps. When properly tightened, there should be between .015" and .030" clearance between the spring coils.)

STEP 15: Secure the jam nuts at the stay rods, check the coolant level (fill as required), and lower the cab. Lift the access door on the front of the cab (located just above the grille) and check the CAC-to-cab clearance. Acceptable clearance is 1/2" to 5/8".



Figure 9