

NEWMAR CORPORATION WARRANTY DEPARTMENT

TECHNICAL SERVICE BULLETIN

Date Issued
02/15/01

Model Year(s) Affected
1999-2001

Model(s) Affected
Freightliner

TSB #
207

Brand				Type		
ALL <input type="radio"/>	American Star <input type="radio"/>	Kountry Star <input checked="" type="radio"/>	Dutch Star <input checked="" type="radio"/>	All <input type="radio"/>	TT <input type="radio"/>	FW <input type="radio"/>
	Mountain Aire <input checked="" type="radio"/>	Kountry Aire <input checked="" type="radio"/>	London Aire <input checked="" type="radio"/>	CA <input type="radio"/>	DP <input checked="" type="radio"/>	DB <input type="radio"/>

- ☐ Air Conditioning & Heating
- ☐ Appliances & Accessories
- ☐ Cabinets & Furniture
- ☒ Chassis Components
- ☐ Construction Components

- ☐ Electrical Components
- ☐ Exterior Components
- ☐ Interior Components
- ☐ Plumbing & Bath Components
- ☐ Windows, Awnings, Vents & Doors

Description of Problem

Moisture ejectors on the air tank.

Recommended Solution

Three separate cables attached to the moisture ejectors must be uncoiled and routed out to crossmember for customer access.

To do this, first, uncoil the cables at the air tanks, remove the crimp clamp and put it aside. Next, route the cables through the hole in the frame rail near the front of the wheel well area.

Install a wire loop clamp to the frame crossmember at the front of the wheel well opening on the rear of the crossmember, approximately 24" from the outside edge.

Route the cables through the clamp that you have installed. Make a 4" diameter loop in the cable and install the crimp clamp approximately 2" from the mounted clamp, allowing slack in the cables.

Pulling on the loop in which you have installed will allow air and moisture to purge from the air tanks.

The allowed labor time for this job is .7 and the labor flate rate code is 15460401.

If you have any questions, please call a Newmar Dealer Service Representative at 1.800.858.4924.

If you have any questions regarding this T.S.B., please contact a Warranty Service Representative at Newmar Corporation.



Pretrip Inspection and Daily Maintenance

20. Turn on the ignition, and start the engine. Be sure the oil-pressure warning system is operating. Leave the engine running.
21. Make sure the horn, windshield wipers and washer, and heater and defroster are operating properly.
22. Check the operation of the backup alarm, if equipped.
23. Make sure all of the lights are working, including the brake lights, high- and low-beam headlights, turn signals, and emergency flashers. Turn the lights off.
24. Check the tire inflation pressures, and inspect each tire for bulges, cracks, cuts, and punctures.
25. Check for indications of loose wheel nuts or rim nuts, and examine each rim and wheel component.
26. Test the service brakes before leaving the lot.
27. Test the parking brake on a 20 percent grade.

Pretrip Inspection and Daily Maintenance Procedures

1. *Drain the air brake system air tanks, if equipped.*

Air reservoirs serve as storage tanks for compressed air. They collect water condensed from the air, and small amounts of oil normally enter the

reservoir in the form of vapor, because of the heat generated during compression.

After the water and oil condense, they collect near the tank drain valves. Drain the resulting emulsion as follows:



WARNING

Failure to drain the air reservoirs as instructed could cause sludge formation in the air brake system. Sludge could adversely affect braking, causing loss of control, which could cause injury or damage.

NOTE: If the air tanks are not equipped with automatic drain valves, they must be drained daily. If they are equipped with automatic drain valves, they must be drained in this same manner at least once a week.

- 1.1 Open the wet tank valve (the drain cock or pull-chain drain located on the forward end of the supply air reservoir, which is connected directly to the air compressor). Block the valve open.

Pretrip Inspection and Daily Maintenance

WARNING

When draining the air reservoir, do not look into the air jets, or direct them towards anyone. Dirt or sludge particles may be in the airstream, and could cause injury.

- 1.2 Exhaust the remaining air and moisture from the system by opening the drain cocks on the bottoms of the remaining air reservoirs. Block the valves open.
- 1.3 Water and oil emulsion often form pockets which will not drain while compressed air is in the reservoirs. Because of these pockets, leave the valves blocked open during the first part of the pretrip inspection.

2. *Inspect the batteries and battery cables.*

- 2.1 Be sure the battery hold-down is secure. If it is loose, tighten the hold-down bolts; if it is broken, replace it.

CAUTION

Take care to keep the vent plugs tight, so that the neutralizing solution does not enter any of the battery cells.

7.3

- 2.2 Remove any corrosion from the hold-down and the top of the battery. Use diluted ammonia or a soda solution to neutralize the acid present, then rinse off the ammonia or soda solution with clean water.

If the battery posts or cable terminals are corroded, disconnect the terminals from the posts. Clean them with a soda solution and a wire brush. After cleaning, connect the terminals to the battery posts, then apply a thin coat of petroleum jelly to the posts and terminals, to help retard corrosion.

3. *Check the fluid level in the windshield washer reservoir.*

Add washer fluid as needed.

WARNING

Washer fluids may be flammable and poisonous. Do not expose washer fluid to an open flame or any burning material, such as a cigarette. Always comply with the washer fluid manufacturer's recommended safety precautions.

4. *Examine the steering components.*

Examine the steering gear mounting bolts (Fig. 7.1), pitman arm nut, and the drag link nuts for tightness. Check for leakage at the gear box. Be