

ABS MWO FIELD SERVICE BULLETIN

1. INTRODUCTION.

Several M939/A1/A2 series trucks have been found with improper installation of the M939 ABS MWO 9-2320-272-35-1. These instructions contain a method for inspection of the vehicles to identify whether the air supply hose installation is not correct and procedures to correct the installation.

2. MWO KIT AND PARTS.

The following kit is required to accomplish this modification.

KIT	QTY	P/N	DESCRIPTION
WKT1011	1	WBPDV269NTA-8-8	90-Degree Elbow 1/2 x 1/2
	2	63NTA-6	3/8 Insert
	1	63NTA-8	1/2 Insert
	2	60NTA-6	3/8 Sleeve
	1	60NTA-8	1/2 Sleeve
	1	WTFD8-8CRTXS	Elbow, Pipe to Tube
	1	WPTF-6B-BLK-6	Tubing, 6 Ft

3. INSPECTION.

NOTE

Vehicle inspection may be done from above on the passenger side of vehicle or from underneath vehicle. Tubes and fittings in question may be viewed at the space located behind vehicle cab step on passenger side of vehicle.

Inspect vehicle for correct placement of lines.

(1) Red hose from forward ABS relay valve should be connected to upper primary air tank tee (uppermost tank).

(2) Black tube from doublecheck valve No. 7 should be connected to lower secondary air tank fitting.

NOTE

- For all M939 basic and A1 models (except wrecker and XLWB cargo trucks), refer to figure 1 for correct installation on vehicle.
- For all M939A2 models, all wrecker models, and all cargo trucks with extra-long wheelbase, refer to figure 2 for correct installation on vehicle.

(3) If red and black tubes are in correct locations (figures 1, 2, and 3), no further action is required. If red and black tubes are not in correct position (figure 4), proceed to disassembly.

4. DISASSEMBLY.

WARNING

Do not disconnect air lines before draining air reservoirs. Small parts under pressure may shoot out with high velocity, causing injury to personnel.

- a. Drain all air reservoirs.
- b. Disconnect red tube and remove red tube straight adapter from lower secondary air tank fitting (figure 4). Discard adapter.
- c. Disconnect 1/2-in. air line and remove 1/2-in. air line straight adapter from lower secondary air tank fitting (figure 4). Retain adapter.
- d. Disconnect black 3/8-in. tube and 1/2-in. air line from primary air tank tee (figure 4).
- e. Remove tee WBPDV224P-8 with attached fittings from upper primary air tank tee. Remove elbow WBPDV269NTA-6-8 and straight connector WTFD8-8FTXS from tee (figure 4). Retain elbow, connector, and tee.

5. ASSEMBLY.

NOTE

- Apply teflon pipe sealant to pipe threads of all fittings prior to installation.
- Perform steps a and b for all M939 basic and A1 models (except wrecker and XLWB cargo truck). Proceed to step e.
- Perform steps c and d for all M939A2 models, all wrecker models, and all cargo trucks with extra-long wheelbase. Proceed to step e.

a. Install elbow WBPDVS269NTA-8-8, elbow WTFD8-8CRTXS, and tee WBPDVS224P-8 onto upper primary air tank tee as shown in figure 1.

b. Connect 1/2-in. air line to elbow WTFD8-8CRTXS and connect red tube to elbow WBPDVS269NTA-8-8 as shown in figure 1.

c. Install elbow WBPDVS269NTA-8-8, straight connector WTFD8-8FTXSV, and tee WBPDVS224P-8 onto upper primary air tank tee as shown in figure 2.

d. Connect 1/2-in. air line to straight connector WTFD8-8FTXSV and connect red tube to elbow WBPDVS269NTA-8-8 as shown in figure 2.

e. Install elbow WBPDVS269NTA-6-8 on lower secondary air tank fitting as shown in figure 3.

f. Install 1/2-in. straight adapter on lower secondary air tank fitting as shown in figure 3.

NOTE

If length of black tube is insufficient to perform step g, replace black tube using two 63NTA-6 inserts, two 60NTA-6 sleeves, and six feet of WPTF-6B-BLK-6 tubing provided.

g. Connect black 3/8-in. tube to elbow WBPDVS269NTA-6-8 on lower secondary air tank fitting as shown in figure 3.

h. Connect 1/2-in. air line to 1/2-in. straight adapter on lower secondary air tank fitting as shown in figure 3.

6. TESTING.

a. Verify secondary tank doublecheck valve No. 7 mounted on the inlet side of spring brake tank for operation by venting the primary reservoir. Secondary reservoir pressure gauge should not deplete. However, 10 to 15 psi is allowable depletion.

b. Validate inversion valve operation by verifying spring brakes engage when brake pedal is depressed, with primary tank drained and spring brake override engaged.

7. REPORTING.

Reports should consist of the vehicle serial numbers and registration numbers of trucks repaired and the UIC of the unit effected. All trucks effected and work completed will be entered into RAILS for program oversight as well as for reimbursement purposes. For Europe-based units, ABS retro-fix reports should be sent as follows:

a. Corps and Divisional units should forward their reports of fixes completed to their unit Brigade and Division MWO coordinators. Reports should consist of the vehicle serial number and registration number of trucks repaired.

b. Non-Divisional units should forward their reports to their respective Brigade MWO coordinators.

c. Brigade MWO coordinators will consolidate their subordinate level reports and forward consolidated reports to their respective Division and Corps MWO coordinators with a copy furnished to the USAREUR MWO coordinator as well as to TACOM QA coordinator. The email address of the USAREUR MWO coordinator is reginald.dionne@200mmc.21tsc.army.mil. The email address for the TACOM QA coordinator is callahat@tacom.army.mil.

Unit maintenance supervisors for all non-Europe units effected by this procedure due to mis-plumbing are directed to report all effected vehicle serial and registration numbers of trucks repaired to Mr. Terry Callahan, TACOM QA, at callahat@tacom.army.mil. Again, reporting work completed is for purposes of entering and tracking equipment effected and fixes completed through RAILS.

NOTE: ALL M939 BASIC AND A1 MODELS (EXCEPT WRECKER AND XLWB CARGO TRUCKS).

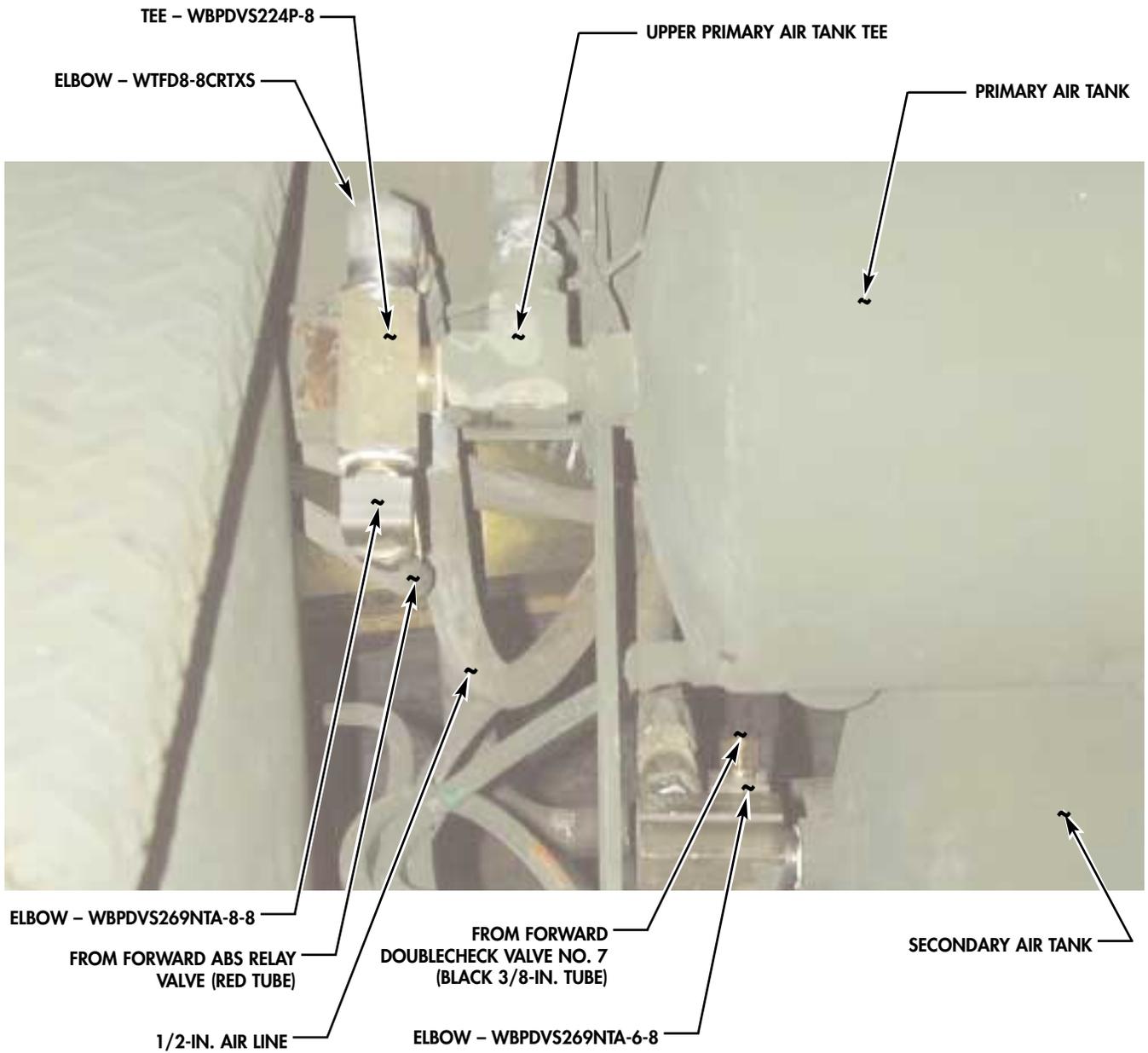


FIGURE 1. CORRECT (VIEWED FROM TOP)

NOTE: ALL M939A2 MODELS. ALL WRECKER MODELS. ALL CARGO TRUCKS WITH EXTRA-LONG WHEELBASE.

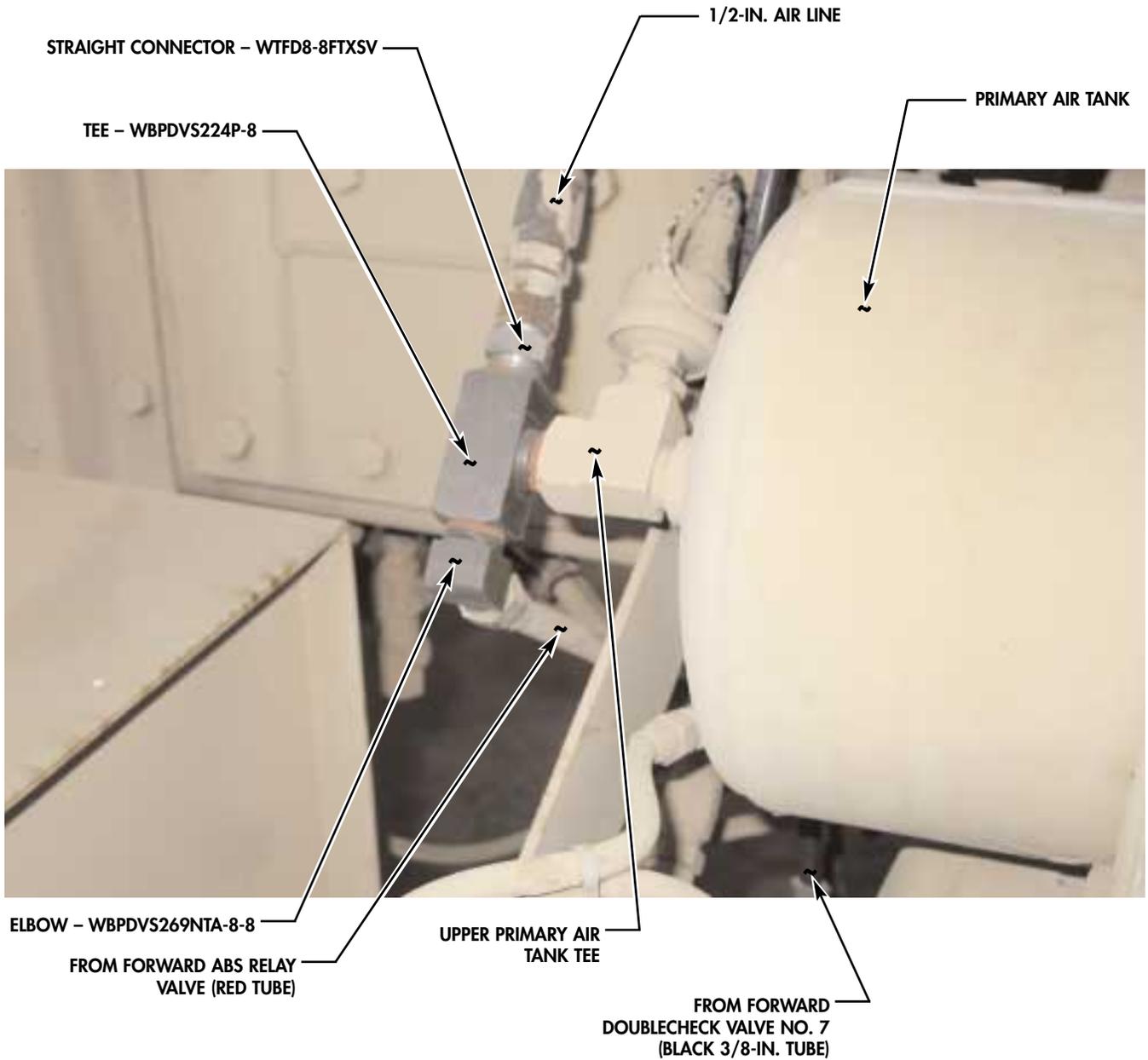


FIGURE 2. CORRECT (VIEWED FROM TOP)

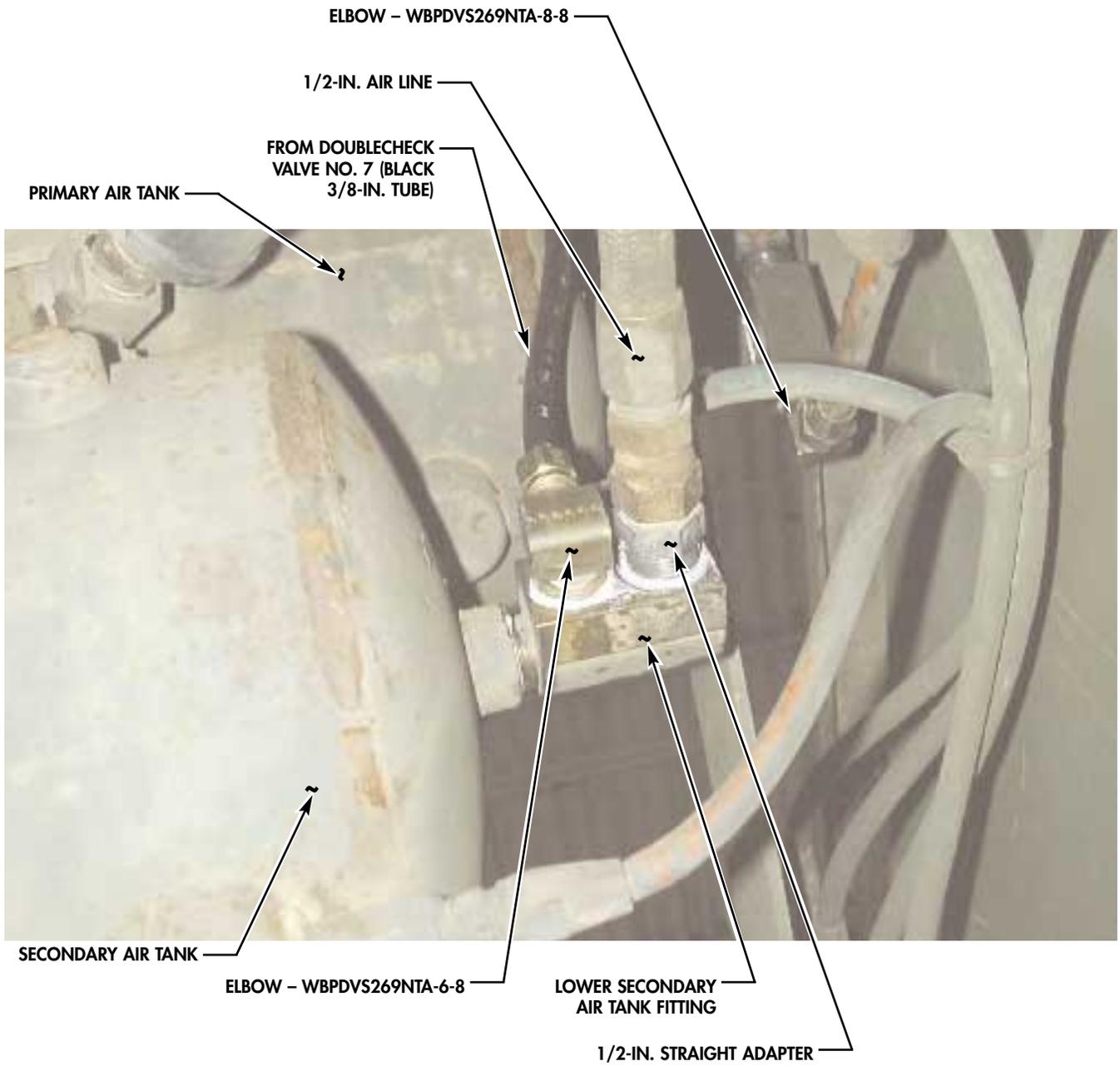


FIGURE 3. CORRECT (VIEWED FROM BOTTOM)

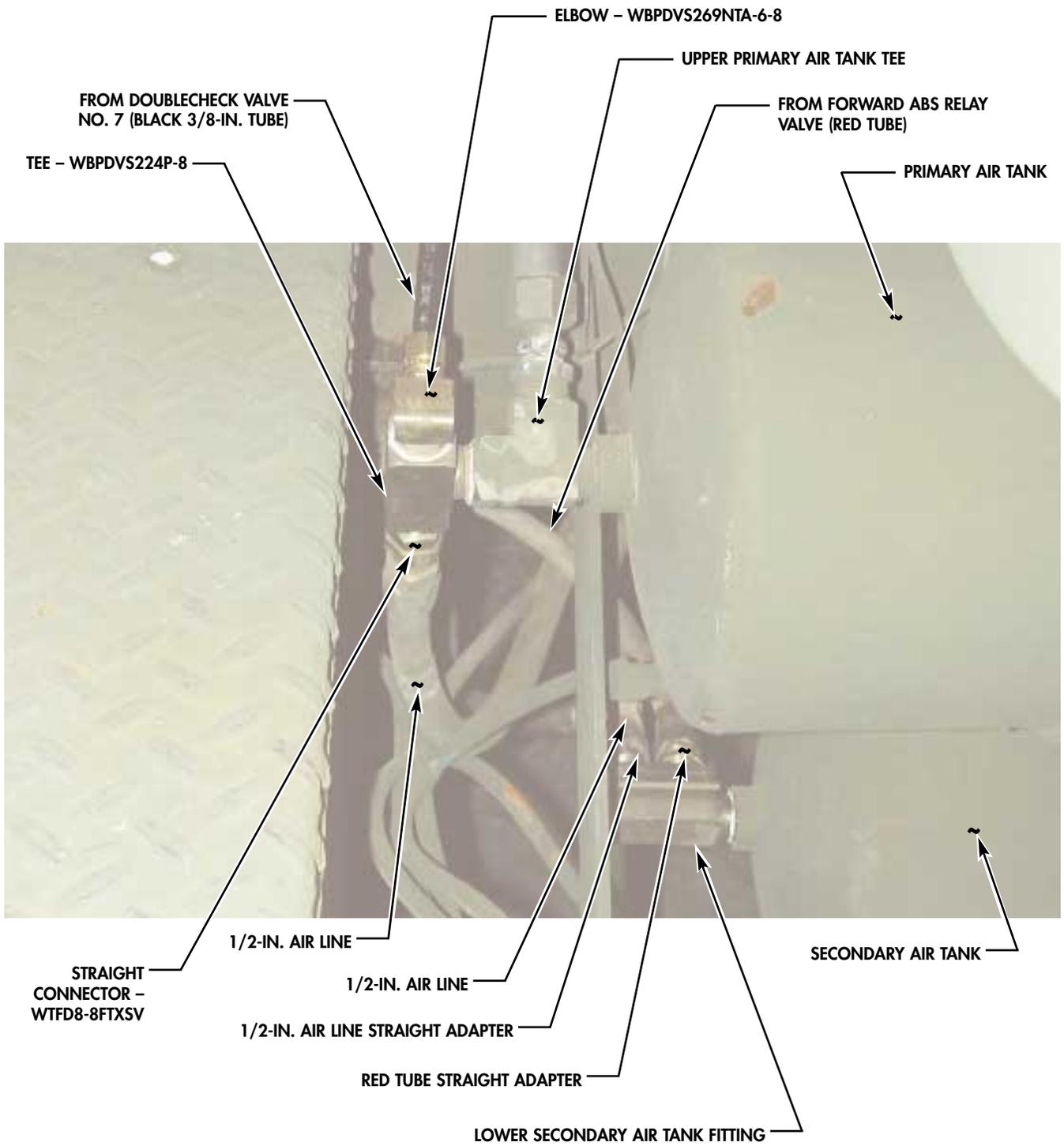


FIGURE 4. INCORRECT (VIEWED FROM TOP)