

SPARTAN MOTORS CHASSIS, INC.



CSB09-360-001

July, 2009

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C A M P A I G N S E R V I C E B U L L E T I N

- SUBJECT:** Tires – Pressure Monitoring Systems
- APPLIES TO:** Certain Spartan Firetruck Cab/Chassis having a VDM (Vehicle Date of Manufacture) of January 1, 2009 through July 5, 2009.
- CONDITION:** Potential for tire pressure monitoring gauges to be out of range for actual vehicle weight.
- CORRECTION:** Accurate tire pressure monitoring gauges

PLEASE READ THE ENTIRE BULLETIN BEFORE PROCEEDING WITH ANY WORK. CONTACT SPARTAN CHASSIS IF THERE ARE ANY CONCERNS WITH THE PROCEDURES CONTAINED IN THIS DOCUMENT.

PART / SERVICE INFORMATION:

Spartan Chassis is releasing this service bulletin for the Tire Pressure Monitor's (TPM's) as a preventive measure. To insure that our customer receives the most accurate TPM's for their vehicle it is necessary for the vehicle to be completed before we can determine in-service weights. As a service to our customers who already have received their unit and TPM's we ask that you contact Spartan Chassis Customer Service with your SO # or VIN #, Current mileage and front & rear axle weights. At this time Spartan Chassis Customer Service will verify that you have the correct TPM's for your unit, or replace if necessary.

STEP-BY-STEP INSTRUCTIONS:

1. Observe all industry safety standards, disconnect any necessary power source and secure vehicle for installing tire pressure monitoring systems.

CROSSFIRE™ INSTRUCTIONS

1. Inspect the valve stems and cores of tires. Make sure all threads on valve stems are intact. If threads are stripped or stems are crushed, they will have to be replaced. Check and clean stem threads and cores of all mud and debris that might be present. Do not remove valve cores.
2. Attach hose with straight fitting first to avoid air escaping from tire during installation, then attach the outside hose. **DO NOT USE HOSE TO TIGHTEN!** As you tighten the nut, air will begin to leak when valve core is depressed. When the gasket bottoms out, air leakage will stop. From this point, tighten nut 1 to 1½ additional turns. **DO NOT OVER TIGHTEN!** This will cause shortened hose life and potential leaking.

Technical Service Bulletins are intended for use by Professional Technicians only. They are written to guide Professional Technicians in performing service to vehicles of product specific nature in conjunction with industry standards. Professional Technicians are appropriately trained on industry standards and have the tools and equipment to perform procedures safely and properly.

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3. Based on wheel type, determine which bracket to use.
4. Select axle cap bolt or wheel lug bolt for Crossfire™ mounting; make sure hose easily reaches the valve stems of both tires. Do not put excessive pressure on either hose. Do not be concerned with the position of hoses; the swivel fitting at the valve allows them to self-adjust into proper position.
5. Attach the Crossfire™ valve to bracket by tightening hex bolt and split-lock washer with a 9/16" end wrench.
6. Mount bracket onto the selected wheel bolt.
7. It is recommended that you check your installation for leaks with soapy water to insure proper seal.
8. Place "How to read" sticker on a convenient location. It allows anyone who may operate or maintain the truck to understand how the Crossfire™ operates.
9. Check valve with tire pressure gauge every 60 days to assure accuracy and remove any contamination.

ACCU-PRESSURE™ INSTRUCTIONS

1. Inspect the valve stems and cores of tires. Make sure all threads on valve stems are intact. If threads are stripped or stems are crushed, they will have to be replaced. Check and clean stem threads and cores of all mud and debris that might be present. Do not remove valve cores.
2. Remove existing valve stem caps on your tires.

NOTE: Make sure the O-ring seal is inside safety cap. Installation without the seal can lead to tire deflation.

3. Install safety caps onto each of your valve stems by twisting in a clockwise fashion. Firmly tighten each safety cap to create a seal with the valve.
4. It is recommended that you check your installation for leaks with soapy water to insure proper seal.
5. After installation allow 30 minutes for the safety cap to display accurate pressure readings.
 - A. **ALL GREEN - Tire is properly inflated.**
 - B. **HALF GREEN/ HALF RED - Tire is approximately 10% under inflated.**
 - C. **ALL RED - Tire is 20% or more under inflated.**

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TIROGAGE™ INSTRUCTIONS

1. Inspect the valve stems and cores of tires. Make sure all threads on valve stems are intact. If threads are stripped or stems are crushed, they will have to be replaced. Check and clean stem threads and cores of all mud and debris that might be present. Do not remove valve cores.
2. Remove existing valve stem caps on your tires.
3. Attach desired dust cap, such as typical flow through dust cap, to TiroGage™.
4. To avoid cross threading, hold threaded stem of TiroGage™ to start the gauge correctly.

NOTE: Do not over tighten.

5. Tighten TiroGage™ until snug and give it one more ½ turn to seat gauge.
6. Tighten Allen Screw at the side of gauge body until snug.
7. It is recommended that you check your installation for leaks with soapy water to insure proper seal.
8. If any power source was disconnected reconnect power source.

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