

Indiana distributor running for U.S. Senate | BBB Industries acquires turbo manufacturer

# **TRUCK** PARTS & SERVICE

THE AFTERMARKET AUTHORITY

## The callback conundrum

**BEST PRACTICES  
FOR CUSTOMER  
PARTS RETURNS**

Offering roadside  
repairs **20**

# SELECTING AND INSTALLING HEAT SHRINK TUBING

**P**hillips Industries has a new technical bulletin for service providers to follow when using heat shrink tubing.

According to Phillips, heat shrink tubing always should be used when possible to create a sealed connection. Heat shrink tubing can be used with new builds, when splicing into an electrical system, making repairs or simply maintaining connections already on the

vehicle. Additionally, proper selection and installation of heat shrink tubing will offer protection from extreme weather conditions, ensuring a reliable, corrosion-free electrical connection.

There are different types of heat shrink tubing available for multiple applications, ranging from smaller gauges such as primary wire to 7-way cable and battery applications. It is always important to

select the correct type of tubing for the desired application, Phillips says.

For simple guidance, Phillips says heavy-duty wall tubing is best for a stiff cable that will never move, such as battery cable; flexible dual wall tubing is a thinner material that offers flexibility needed for cables such as 7-way harnesses; and single wall tubing is best for smaller gauge wires, such as primary wire.

## SAFETY RECALLS **The following are safety recalls issued by the National Highway Traffic Safety Administration:**

■ Blue Bird Body Company (Blue Bird) is recalling certain 2017–2018 Blue Bird Vision transit buses equipped with Gen4 Ford engines with an optional brake and throttle interlock. The brake and throttle interlock is supposed to apply the service brakes and prevent accelerator pedal input when activated, however the throttle input is not being blocked. If throttle input is allowed, the bus may be able to overpower the applied brake, causing the bus to move unexpectedly, increasing the risk of a crash or an injury.

■ Blue Bird is recalling certain 2018–2019 Blue Bird All American and Vision school and transit buses. The primary and secondary air brake gauges on the instrument cluster may intermittently indicate “0 PSI” instead of the correct air pressure in the tanks. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 121, “Air Brake Systems.” If the gauges do not correctly display the air pressure that is in the tanks, the operator will not be able to know when the air pressure is actually dropping, increasing the risk of a crash.

■ Daimler Trucks North America (DTNA) is recalling certain 2016–2019 Freightliner Business Class M2 trucks built with air disk brakes and spring suspension. The rear disk brake calipers may have been mounted in an incorrect orientation allowing the caliper to contact the suspension, reducing brake effectiveness. Reduced braking effectiveness can increase the risk of a crash.

■ DTNA is recalling certain 2018–2019 Thomas Built Buses Saf-T-Liner C2 transit buses equipped

with two 8D batteries. The battery power cable may have inadequate clearance between the cable and the battery hold down bracket when the battery tray is pulled out for service, causing the cable to rub against the bracket. The battery cable rubbing may cause the cable to short circuit, increasing the risk of a fire.

■ DTNA is recalling certain 2014–2018 Thomas Built Buses Saf-T-Liner C2, Saf-T-Liner EFX, Saf-T-Liner HDX and Minotour transit and school buses equipped with certain S3B Restraint Wall Mounted Seats. The wall mounting bracket may crack, causing the seat to not remain secured in place in the event of a crash. In the event of a crash, if the seat does not remain secured to the wall, the occupant has an increased risk of an injury.

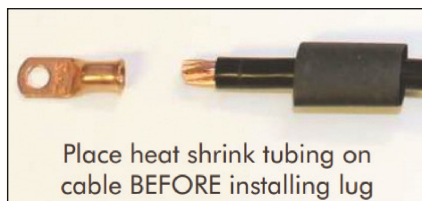
■ Ford Motor Company is recalling certain 2015–2017 Ford Transit vehicles, equipped with a trailer tow module. Water can enter the tow modules and corrode the wiring causing issues such as rapidly flashing turn signals, loss of instrument panel display, an electrical short and possibly the deployment of seatbelt pretensioner. An electrical short can increase the risk of a fire. Turn signal, instrument cluster or seatbelt pretensioner problems can increase the risk of a crash.

■ Ford is recalling certain 2018 Ford F-650 and F-750 vehicles equipped with hydraulic brakes. The parking brake cable may not have been adjusted properly, which may result in unexpected vehicle movement. As such, these vehicles fail to comply with the requirements of FMVSS number

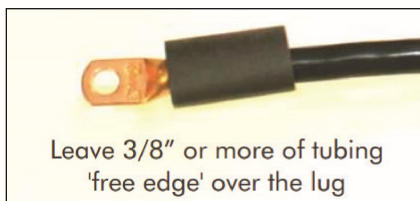
105, “Hydraulic and Electric Brake Systems.” For vehicles equipped with a transmission that does not have a ‘Park’ position or a transmission that has a ‘Park’ position but the transmission lever is not placed in ‘Park,’ an improperly adjusted park brake cable could result in unintended movement of the vehicle, increasing the risk of a crash or injury.

■ Forest River Inc. is recalling certain 2018 Glaval Bus Concorde II and Starcraft Bus XLT transit buses. The gear shift cable clip may not be properly seated, allowing the transmission to be in a different gear than indicated by the gear shift lever position. If the gear shift cable clip becomes unseated or dislodged, the gear shift lever position may indicate that the transmission is in ‘Park’ when it may be in a different gear. Additionally, despite selecting ‘Park,’ if the parking brake is not applied before the vehicle is exited, the vehicle may roll. Either scenario increases the risk of a crash.

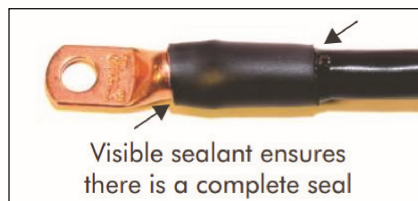
■ Isuzu Technical Center of America is recalling certain 2018 Isuzu NPR and 2019 Isuzu NPR-HD and NPR-XD vehicles. These vehicles have a brake switch and nylon retainer that may not have been properly secured into the steel brake pedal assembly bracket. If the brake switch and nylon retainer are not properly secured, the switch can detach from the bracket causing the brake lights to illuminate whether or not brake pedal is depressed, the shift interlock will not operate and the accelerator pedal input will be disabled resulting in the inability to accelerate. These conditions can increase the risk of a crash.



Place heat shrink tubing on cable **BEFORE** installing lug



Leave 3/8" or more of tubing 'free edge' over the lug



Visible sealant ensures there is a complete seal

Once the proper type and size of heat shrink tubing has been selected, the company says the following tips can help with proper installation:

- Always slide the heat shrink tubing onto the cable before crimping the fitting to the cable end. This avoids having to manipulate the heat shrink tubing to get it on over the fitting, or worse having to remove the newly crimped fitting and start all over again. Think of it like putting pants on before putting shoes on.
- Always use a heat gun when available, as it offers a more effective and controlled source of heat. When in the field, a torch can be used as an alternative; however, proper distance should be maintained so as not to melt the cable jacketing with the open flame.
- Never hold the heat gun or torch still in one position. This can cause the cable jacketing to burn or melt. Always keep the gun or torch moving back and forth until the tubing has completely shrunk down to size.
- Always leave 3/8 in. or more of heat shrink tubing "free edge" over the fitting and/or edge of cable (depending on the application) to ensure a complete seal. Too little of a "free edge" and the heat shrink tubing may shrink more than intended, leaving wiring exposed and the connection susceptible to moisture and corrosion causing contaminants.
- Always take care to make sure that the heat shrink tubing is completely sealed around the edges (no gaps/pockets) to avoid corrosion and keep a solid reliable electrical connection. ■



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- ✓ Presents six sensor readings at once
- ✓ No jacking required

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