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MACK TRUCKS, INC.
2100 MACK BOULEVARD
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ALLENTOWN, PA 18105-5000

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OFFICE OF
DEFECTS INVESTIGATION

February 20, 2006

TO: DISTRIBUTOR PRINCIPALS
SERVICE MANAGERS

SUBJECT: Vehicle Safety Recall - SC0304
Brake Cam Lube – Steer Axle

On CHN and CXN Model Vehicles manufactured from February 2004 through June 2005, there exists the potential that the brake cam tubes on the steer axle may not have been greased. As a result of this, the brake cam journal may corrode which may lead to the brakes dragging.

Approximately 2,582 vehicles (2,468 US; 73 Canada and 41 Export) are involved in this safety recall.

A copy of the service bulletin covering the repair instructions and procedures is enclosed.

It is important that preparation be made immediately to assure prompt inspection and/or correction of all vehicles involved. The National Traffic and Motor Vehicle Safety Act and Canadian Motor Vehicle Safety Act requires dealers to insure that all new and used vehicles are free of safety defects and comply with all relevant safety standards at the time of delivery to the consumer. All Safety Recalls, which affect new or used inventory, must be performed before the vehicle is sold or leased. Please refer to Service Operations Service Letter #SL-004-001 dated 11/19/92 regarding the aforementioned amendment.

Please note that Dealers are responsible for performing the recall on all vehicles subject to the recall at no charge to the owner regardless of mileage, age of vehicle, or ownership from this time forward. Additionally, the National Traffic and Motor Vehicle Safety Act requires that the owner's vehicle(s) be corrected within a reasonable time after parts are available to the Dealer. The law states that failure to repair a vehicle within (60) days after tender for repair shall be a prima facie evidence of unreasonable time. However, circumstances of a particular situation may reduce the sixty (60) day period. If the vehicle is not repaired within a reasonable time, the vehicle owner may be entitled, without charge, to a reasonable equivalent vehicle or refund of the purchase price, less reasonable allowances for depreciation.

Please use the enclosed Notice of Mandatory Safety Campaign card(s) to report sold or transferred trucks. Make sure these cards are returned to us and not directly to the customer or to another dealer. A notice of the recall will be mailed to all identified registrants of affected vehicles. To avoid warranty denial of your claim for reimbursement of expenses connected with this recall, first, make sure the truck presented for the recall work is on your list. If not, check for the recall authorization on the MACKnet chassis inquiry. Also, check that another Mack dealer has not previously completed the recall.

Mack Trucks, Inc., recommends a follow-up by telephone or a personal visit, of all owners of vehicles subject to the recall who fail to bring the vehicle(s) in for repair. Your District Service Manager will be contacting you to assure that this recall attains the visibility we feel is necessary to ensure 100% completion. Please be prepared to review your progress and/or any problems associated with the recall.

If you have any questions about this recall, which may not have been covered in this letter or enclosures, please contact the Regulatory Affairs group by email at vtna.regulatoryaffairs@volvo.com

Very truly yours,

MACK TRUCKS, INC.

Enclosures: Customer Notice
Service Bulletin
Notification Cards



VEHICLE RECALL

SC304

(Not applicable to Mack Trucks Australia)

Date: 02/22/06

To: All MACK Dealers

Subject: Front Axle Brake Cam Lubrication — CXN and CHN Model Chassis

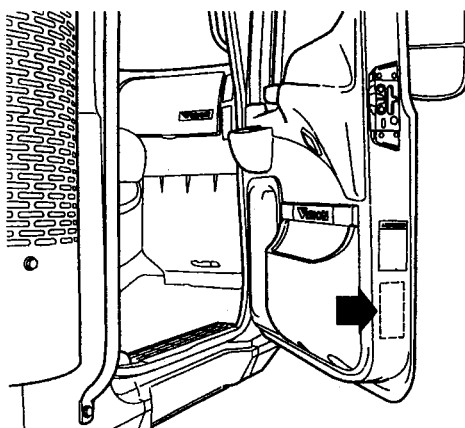
Information:

It has been determined that the front steer axle brake cams may not have been lubricated at assembly on certain CXN and CHN model chassis equipped with ArvinMeritor™ 15" x 4" and 16.5" x 5" brakes. Lack of lubrication can result in dragging brakes due to the cam journals corroding and not allowing the brakes to fully release. Approximately 2,582 CXN and CHN model chassis manufactured February 2004 through June 2005 are involved in this campaign. A list of affected chassis has been sent to all applicable dealers.

Procedures:

NOTE

Before proceeding, check the campaign status in the MACKnet system to see if the campaign has already been completed. Campaign status can also be checked by looking at the Campaign Completion Label located on the lower edge of the passenger-side door. If the campaign has been completed, the campaign number (SC304) and the completion date should be written on the label.



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Figure 1 — Campaign Label Location

The front steer axle brake cams on all affected chassis must be removed and inspected. Inspect the area of the cam journals for wear, roughness or corrosion.

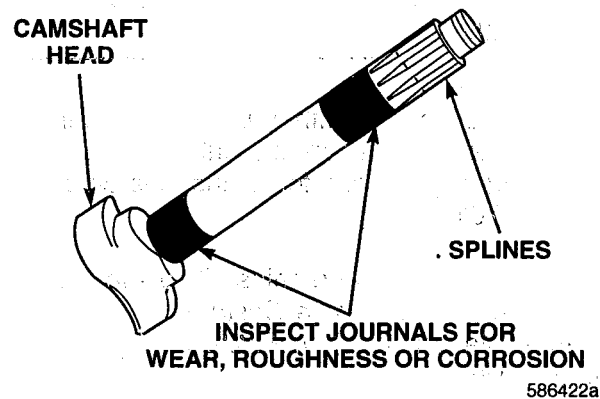


Figure 2 — Inspect Brake Cam

Damaged brake cams and associated brake components must be replaced per the following criteria:

- If there is no wear, roughness or corrosion evident on the brake cam journals, reinstall the cams, but replace the cam bushings and seals and brake shoe retaining hardware with new components.
- If the brake cam journals are worn, rough or corroded, replace the cam, cam bushings, seals and brake shoe retaining hardware.

NOTE

More severe instances of brake cam corrosion can result in the slack adjuster seizing on the brake cam. If this is the case, the slack adjuster must be cut from the end of the camshaft making replacement of the slack adjuster necessary.

- If evidence of dragging brakes is noticed (as indicated by severely scored and/or burned brake shoe friction material, or if the friction material is brittle, cracked and/or chipped), replacement of the brake shoes may be necessary, along with replacement of the brake cams, cam bushings, seals and brake shoe retaining hardware. Additionally, the brake drums must be replaced if they have been severely overheated (as evidenced by the paint being burned off the outside of the drum and "heat-checks" on the braking surface of the drum, and/or the braking surface turning a bluish color).

To remove, inspect and replace the front brake cams, removal of the front wheel, tire and hub assembly is required. Chassis involved in this campaign may be equipped with either FXL12 or 14.6 front axles, or AIRTEK® 12 or 14.6 air suspended front axles. The MACK FXL series of front axles utilize a unitized front wheel hub. For hub removal and reinstallation information, refer to the *MACK FXL12 and FXL14.6 Front Axles Service Manual*, 12-103.

NOTE

On FXL axles, the axle spindle must be coated with special spindle grease (part No. 6000-1161247) before reinstalling the wheel hub assembly.

AIRTEK® 12 and 14.6 front axles use either unitized wheel hubs or wheel hubs with adjustable wheel bearings. For information on hub removal and reinstallation, and for information on wheel bearing adjustment for adjustable-type hubs, refer to the *Wheel Bearings Service Manual*, 15-701.

For information pertaining to removing and reinstalling the brake cams, seals, bushings, brake shoes, etc., refer to the *Air and Brake System Service Manual*, 16-104, and/or the ArvinMeritor™ Maintenance Manual 4, *Cam Brake and Automatic Slack Adjusters*. This manual is available online at www.arvinmeritor.com.

NOTE

To signify that the campaign has been completed, use a permanent-type marker (such as a Sharpie®) to write the campaign number (SC304) and completion date in the spaces provided on the Campaign Completion label located on the lower edge (below the door latch) of the passenger-side door. If a label is not already affixed to the door, apply a label (part No. TS897) and supply the information as required. Campaign Completion labels are available in packs of 50 and can be ordered by faxing a completed BR313 to Pacesetters Business Services at 610-264-9465.

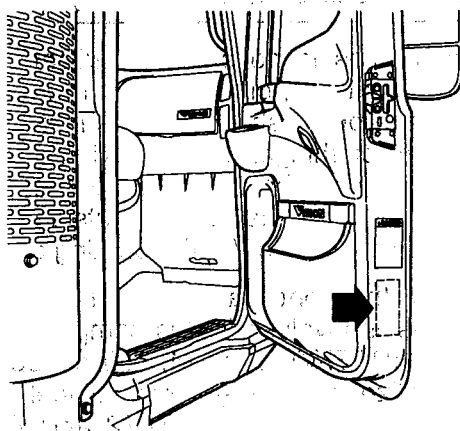


Figure 3 — Campaign Label Location

Parts Required:

Order vehicle recall parts on a separate stock order and process through the parts distribution center normally serving your area. Do not include parts on this requisition that are not required for this recall campaign.

International orders are to be prefixed — V.O.R.

NOTE

The table below lists the common parts (i.e., hardware kits, bushing and seal kits, brake shoe kits, etc.) needed for this campaign. For other components (such as replacement brake cams, slack adjusters brake drums, wheel seals and brake shoe and lining assemblies) specific to the particular chassis being serviced, refer to the MACKnet System or the individual chassis build records.

Part No.	Description
8235-KIT8081	Brake shoe retaining hardware kit, 16.5" x 5" brakes
8235-KIT8824HD	Brake shoe retaining hardware kit, 15" x 4" brakes
8235-KIT8042	Brake camshaft bushing and seal kit (services two wheel ends)
530AM5	Front hub inner O-ring, FXL front axle (two required per chassis)
6000-3197784	Hubcap O-ring, FXL front axle (two required per chassis)
153AM5	Nut, front hub retaining (two required per chassis)
6000-1161247	Special spindle grease (one tube is sufficient for servicing approximately five chassis)

Removed Parts:

Removed parts must be held pending further instructions. After the claim is submitted, a parts return ticket may be issued requesting that the parts be returned to the Technical Material Analysis Center (TMAC) in Pulaski.

Reimbursement:

Campaign expenses are to be recovered through normal warranty claim procedures. Enter the following information on the warranty claim:

UNDER	ENTER	
Failed Part (Causal Part)	SC0304	
eWarranty Authorization No.....	SC0304	
Labor Code/Allowance	500 1A YJ 95 — 0.2 hr.	Time allowed to take charge of vehicle and determine campaign status.
	500 1B YJ 95 — 4.0 hrs.	Time allowed to remove, inspect and replace brake camshafts on front steer axle as required (includes time to remove and reinstall tires, wheels, brake drums [inboard- or outboard-mounted] and hubs as an assembly, remove and reinstall brake shoes, remove and install camshaft bushings and seals, replace wheel seals and adjust wheel bearings). Does not include "take-charge" time.
	500 1G YJ 95 — 0.5 hr.	Additional time to replace one inboard-mounted brake drum as required.

NOTE

As required by Federal Motor Vehicle Safety Standards 49 CFR 573.11, no vehicle subject to an open safety campaign shall be delivered to the customer until such time as the defect or noncompliance is remedied.