



MACK TRUCKS, INC.
2100 MACK BOULEVARD
P.O. BOX M
ALLENTOWN, PA 18105-5000

SEP 20 3 A 9:44
PA
DEPARTMENT OF TRANSPORTATION

September 20, 2006

TO: DISTRIBUTOR PRINCIPALS
SERVICE MANAGERS

SUBJECT: Vehicle Safety Recall - SC0312
Legris Air Manifold

On certain Mack Models (CHN, CL, CT, CV, and CXN) manufactured with a Legris air manifold, there exists the potential that the brass push-to-connect cartridge (i.e. fittings) may unexpectedly separate from the plastic housing. The air manifold is a vital component in the brake system performing important functions such as supplying delivery air to hold off the park (i.e. spring) brakes when the park brake dash valve is pressed. If the push-to-connect cartridge that supplies the air to the park brake chambers were to separate, then the brakes could unexpectedly apply.

Approximately 8,699 vehicles (7,447 US, 627 Canada and 625 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



SAFETY RECALL

(Previously called Vehicle Recall)

SC312

(Also applies to Mack Trucks Australia)

Date: 09/14/06

To: All MACK Dealers

Subject: Bulkhead-Mounted Air Manifold — CV, CT, CL, CXN and CHN Models

Information:

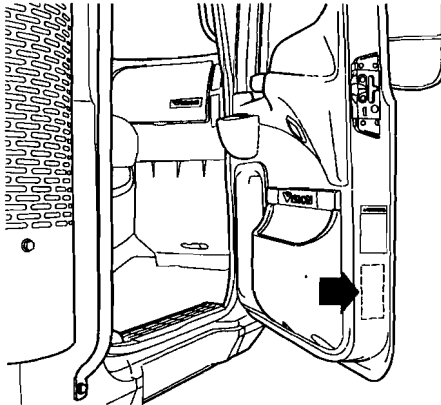
It has been determined that a manufacturing defect exists in the bulkhead-mounted air manifold (part No. 40QE54M) used on CV, CT, CL, CXN and CHN model chassis manufactured between February 1, 2006 and May 15, 2006. With these manifolds, the possibility exists for certain fittings to disengage from the manifold, resulting in air leaks and the unexpected application of the parking brakes. Approximately 8,800 chassis are involved in this campaign. A list of affected vehicles has been sent to all applicable dealers.

Procedures:

The bulkhead-mounted air manifold must be replaced on all chassis involved in this campaign.

NOTE

Before proceeding, check the campaign status in the eWarranty 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 (SC312) and the completion date should be written on the label.



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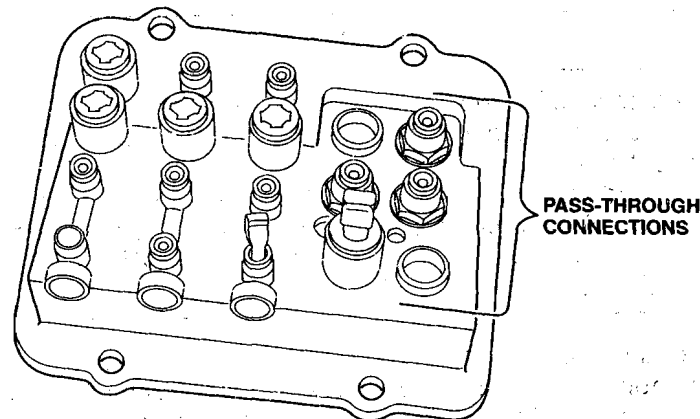
Figure 1 — Campaign Label Location

Procedures for replacing the air manifold are as follows:

NOTE

For piping diagrams and air manifold connections, refer to the *Air and Brake System Service Manual*, 16-104.

1. Secure the chassis for service, apply the parking brakes and block the wheels to prevent the vehicle from moving.
2. Completely drain the air system.
3. Open the hood.
4. Inside the engine compartment, disconnect the two bulkhead electrical connectors located directly above the air manifold which is located on the left-hand side of the cab bulkhead. Position the harnesses in a location where they will not interfere with the remaining operation. It may be necessary to remove some of the tie wraps that secure the harnesses and air lines together.
5. The manifold includes five large and three small pass-through holes. Depending upon chassis equipment, the large holes are used for certain air connections such as the fifth wheel air control switch, PTO control valve, air suspension control valve, etc. The three small holes are used for exhaust lines, and for the supply line from the pressure protection valve to the dashboard air switches. Push-to-connect bulkhead fittings are installed in the large holes when used for pass-through connections, and closure plugs are installed in any unused holes.



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Figure 2 — Air Manifold Pass-Through Connections

Clearly mark to identify the air lines connected to each of the pass-through bulkhead fittings, and then use the push-to-connect release tool (Weatherhead part No. 1800TRK) to disconnect the lines from the fittings. The lines must be clearly marked to ensure they are reconnected to the correct ports on the replacement manifold.

6. Disconnect the air line from the pressure protection valve located on the treadle valve.
7. Clearly mark to identify all the air lines connected to the air manifold fittings, and then use the push-to-connect release tool (Weatherhead part No. 1800TRK) to disconnect the air lines from the manifold.

8. On the inside of the cab, clearly mark to identify the air lines connected to the pass-through bulkhead fittings, and then use the push-to-connect release tool to disconnect the lines from the fittings.
9. Pull the dashboard air switch supply line through the manifold.
10. Clearly mark to identify all the air lines connected to the air manifold fittings, and then use the push-to-connect release tool to disconnect the air lines from the manifold.
11. Mark to identify and then disconnect the wires from the pressure switches mounted in the air manifold.
12. Remove the four mounting screws that secure the manifold to the cab.
13. Remove the air manifold by pushing the manifold into the cab from inside the engine compartment. A firm push may be required to loosen the manifold from the adhesive.
14. Clean any remnants of the seal and adhesive that may remain on the manifold mounting surface of the cab bulkhead.
15. Transfer the brass bulkhead fittings and closure plugs from the pass-through holes in the existing manifold to the same pass-through holes in the replacement manifold (part No. 4QQE54M).
16. Transfer any plugs from the existing manifold to the same ports in the replacement manifold as required.
17. Transfer the pressure switches from the existing manifold to the same ports in the replacement manifold.
18. Using the same mounting screws, install the replacement manifold in the cab.

NOTE

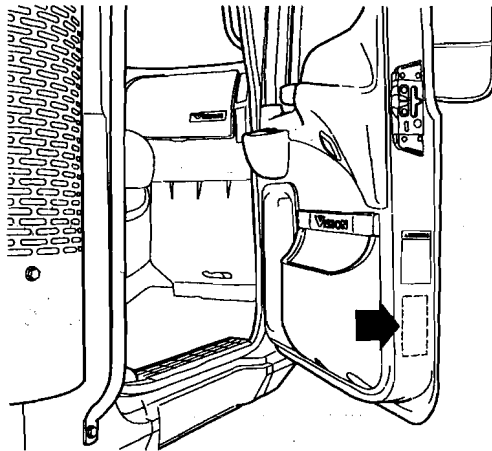
Before reconnecting the air lines, inspect the ends to ensure the lines are cut square and there are no burrs or other defects that may affect sealing. If the line ends are not in good condition, use an approved tubing cutter (such as Weatherhead part No. T919 or equivalent) to recut the lines. For information concerning push-to-connect air line fittings, refer to the *Air and Brake System Service Manual*, 16-104.

19. On the inside of the cab, feed the exhaust lines and the dashboard air switch supply line through the appropriate pass-through holes in the manifold. If desired, MACK RTV Silicone Sealant (part No. 342SX33) can be used to seal the lines in the manifold.
20. Paying attention to the wire identification markings that were made in step 11, reconnect the wires to the air switches.
21. Reconnect the cab-side air lines to the correct manifold fittings and pass-through bulkhead fittings per the identification markings made previously. Gently tug on the air lines to ensure they are fully seated.
22. Inside the engine compartment, reconnect the dashboard air switch supply line to the pressure protection valve.

23. Reconnect the engine compartment-side air lines to the correct manifold fittings and pass-through bulkhead fittings per the identification markings that were made previously. Gently tug on the lines to ensure they are fully seated.
24. Reconnect the two bulkhead electrical connectors.
25. Using tie wraps, secure the air lines and wire harnesses as required to prevent rubbing and chafing.
26. Start the engine and build system pressure to governor cut-out (125–135 psi).
27. Stop the engine and then use a soap and water solution to check all manifold connections for air leaks. Correct leaks as required.
28. Close the hood and return the vehicle to service.

NOTE

To signify that the campaign has been completed, use a permanent-type marker (such as a Sharpie®) to write the campaign number (SC312) 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.



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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.

Qty.	Part No.	Description
1	40QE54M	Air manifold, bulkhead mounted

Removed Parts:

The removed air manifold must be returned to the Technical Material Analysis Center. The minimum dollar value (\$50.00 in the U.S. and \$150.00 in Canada) for returned material is waived for this campaign. In the U.S., return the removed air manifold to:

Technical Material Analysis Center
4100 Bobwhite Blvd.
Pulaski, VA 24310

In Canada, return the removed air manifold to:

Technical Material Analysis Center via Morrice Transportation
3049 Devon Drive
Windsor, Ontario
N8X 4L3

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)	SC0312	
eWarranty Authorization No.....	SC0312	
Labor Code/Allowance	533 9A 00 95 — 0.2 hr.	Time allowed to take charge of vehicle and check eWarranty system to determine campaign involvement.
	533 9B 00 95 — 2.1 hrs.	Time allowed to remove and replace bulkhead-mounted air manifold on CV, CT, CL, CXN and CHN model chassis involved in this campaign. Does not include "take-charge" time.

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.



MACK TRUCKS, INC.
2100 MACK BOULEVARD
P.O. BOX M
ALLENTOWN, PA 18105-5000

**SAFETY RECALL SC0312
SEPTEMBER 2006**

DEAR MACK TRUCK OWNER:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Mack Trucks, Inc. has decided that a defect, which relates to motor vehicle safety, exists in certain Mack CHN, CL, CT, CV, and CXN model vehicles manufactured from February 2006 through May 2006 with a Legris air manifold.

SAFETY DEFECT: There exists the potential that the brass push-to-connect cartridge (i.e. fittings) may unexpectedly separate from the plastic housing. The air manifold is a vital component in the brake system performing important functions such as supplying delivery air to hold off the park (i.e. spring) brakes when the park brake dash valve is pressed.

SAFETY RISK: If the push-to-connect cartridge that supplies the air to the park brake chambers were to separate, then the brakes could unexpectedly apply, which could result in a vehicle crash.

PRECAUTIONS YOU CAN TAKE: There are no precautions you can take other than having your vehicle repaired by a Mack Parts and Service Center.

TIME REQUIRED FOR THE REPAIR: The labor time required to repair your vehicle is approximately two hours.

WHAT YOU SHOULD DO: You should contact the nearest Mack Parts and Service Center and make an appointment. The air manifold will be replaced at **no charge** to you. All Mack Parts and Service Centers have been sent a bulletin covering all the details required to perform the safety recall.

You can locate the closest Mack Parts and Service Center by going on line to <http://www.macktrucks.com/> and selecting "Dealer & Service Locations" or by calling our toll-free number: (800) 866-1177.

NOTICE REGARDING LEASED VEHICLES: If you are a Lessor of vehicles subject to this Notice, you have an obligation under Federal Law to provide a copy of this Notice to all Lessees within 10 days of your receipt of this Notice. Further, you must maintain a record, which identifies the Lessee(s) to whom you send a copy of this letter, the date you send this letter, and the Vehicle Identification Number(s) of the vehicle(s) that you have leased to that lessee. For purposes of this Notice, the term Lessor means: a person or entity that is the owner, as reflected on the vehicle's title, of any five or more leased vehicles (as defined in CFR Section 577.4), as of the date of notification by the manufacturer of the existence of a safety-related defect or non-compliance with a Federal Motor Vehicle Safety Standard in one or more of the leased motor vehicles.

**OWNER RECALL
RESPONSE CARD:**

The enclosed "Notice of Vehicle Recall" identifies your vehicle. If you no longer own the vehicle, please help us update our records by completing the "Vehicle Disposition Record" portion of the enclosed postage-free Notice of Mandatory Safety Campaign card and mailing it back to us.

**ASSISTANCE/
COMPLAINTS:**

If your vehicle has not been repaired within a reasonable time after delivering it to a Mack Parts and Service Center, please contact:

Mack Trucks Inc.
Regulatory Affairs Department,
P.O. Box 26115
Greensboro, NC 27402-6115
vtna.regulatoryaffairs@volvo.com

You may also submit complaints to the Administrator of the National Highway Safety Administration (400 Seventh Street, S.W., Washington DC 20590 or call the toll-free Auto Safety Hot Line at 1-888-327-4236 (TTY: 1-800-424-9153), or go to <http://www.safercar.gov> if you believe that Mack Trucks Inc. has failed to remedy the defect without charge, or has failed to remedy the vehicle within 60 days of the owners first tender to obtain repair following the earliest time that parts are available.

**PRE NOTIFICATION
REMEDIES:**

If you have previously paid for repairs as a result of this issue, you may be entitled to recovery of those expenses.

Submit copies of all documentation supporting your claim according to the rules specified in the "General Plan for Reimbursement of Pre-notification Remedies" provided in this mailing.

We regret any inconvenience this may cause to your operation, but hope you will appreciate our sincere efforts to demonstrate Mack's commitment to provide our customers with the best possible product.

MACK TRUCKS, INC.

General Plan for Reimbursement of Pre-Notification Remedies

Mack Trucks Inc. will administer this plan through its Corporate Regulatory Compliance Department.

The provisions of this plan set forth the procedures to be followed for reimbursing owners (claimants) for the costs associated with repairs performed prior to notification of a recall, to remedy safety defects and non-compliances.

Required Information:

If the claimant's Mack vehicle is affected by a recall campaign and the claimant had the problem corrected at their own expense prior to receiving notification of the recall, Mack Trucks will reimburse the claimant by check for the reasonable amount paid for the appropriate pre-remedy repairs (i.e. the cost of parts, labor, taxes and disposal fees) in accordance with the provisions set forth in this document. In order to process each claim, the claimant **MUST** submit the following documentation to support the request to the Regulatory Compliance Department as specified in the section titled "*Contact Information*":

- Claimant's name, mailing address, and telephone number; and,
- The recall number, title, and description; and,
- The complete 17 digit Vehicle Identification Number (V.I.N.); and,
- A notarized statement by the claimant that the pre-notification repair addressed the defect specified in the owner notification letter; and,
- A copy of the repair invoice or receipt for the repairs.
 - The invoice / receipt must provide the VIN, total amount paid (i.e. total amount of reimbursement requested by the claimant), and include a breakdown of the parts, labor, and other costs.

Limitation of Claims

Mack Trucks will consider all claims, but may deny all or part of the claim for any of the following reasons:

- The vehicle was not part of the recall;
- The repairs were performed more than one (1) year prior to the date, that Mack Trucks notified the National Highway Traffic Safety Administration or Transport Canada, that a safety related defect or non-compliance exists;
- The repairs were performed more than 10 calendar days after the last mailing of the initial customer notification letter, pertaining to the recall;
- The vehicle was still covered by warranty or extended warranty on the date of repair which would have provided a free repair;
- If the receipt / invoice is not itemized by parts & labor;
- If the repair did not address the safety defect or non-compliance that led to the recall;
- If the repair was not reasonably necessary to correct the safety defect or non-compliance that led to the recall;
- If the claim is fraudulent;
- If the repair was not of the same type (repair, replacement, and refund) as the recall remedy;
- If adequate documentation as described above is not submitted to the appropriate address specified in this plan in the section titled "*Contact Information*".

Contact Information

Submit copies of all documentation supporting your claim to:

Mack Trucks Inc.

Regulatory Compliance Department

Attn: Regulatory Compliance Administrator

P.O. Box 26115

Greensboro, NC 27402-6115

Claims will be processed within 60 days of receipt