



(Does not apply to Mack Trucks Australia)

Date

1/31/11

Number

SC0345

Page

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Brake Timing

MRU - 2008-2011

SC0345, Brake Timing

(January 2011)

Mack Trucks has identified a non-compliance with Federal Motor Safety Standard 121, "Air Brake Systems", on 2008-2011 MRU model vehicles manufactured with front tow glad hands. The non-compliance is that the service brake timing, both actuation and release, exceeds the limits as prescribed by the federal standard.

The procedure below is to be applied to all MRU model vehicles within the scope of the recall as provided on the vehicle list on the Truck Dealer Portal and indicated in eWarranty.

Repair Procedure:

The line connecting the front ABS modulator valves (located on the engine cross-member) to the quick release valve ("QRV") for the service glad hands (located on the rear of the frame) must be disabled. Before proceeding, verify Safety Recall eligibility by:

- a. Checking the Safety Recall status in eWarranty.
- b. Checking the campaign completion label located on the passenger-side door. If the campaign has been completed, SC345 should be written on the label.

Procedures for disabling this line are as follows:

1. Park the vehicle on a level surface with the transmission in neutral and wheels chocked.
2. Drain the air from the air brake system. This is typically done by pressing and releasing the brake pedal until all the air is depleted from the air reservoirs.
3. Locate the QRV and the secondary delivery airline running into the side of the QRV.

NOTE

The QRVs are located inside the frame either on the driver's or passenger side at the rear. There will be two QRVs mounted to a bracket. The QRV with the airline in question is the one mounted on the "hat-section" of the bracket or the lowest mounted valve. The line will be ½" red nylon tubing, connected

to the side port (see figure 1). The position is labeled with the number 1.

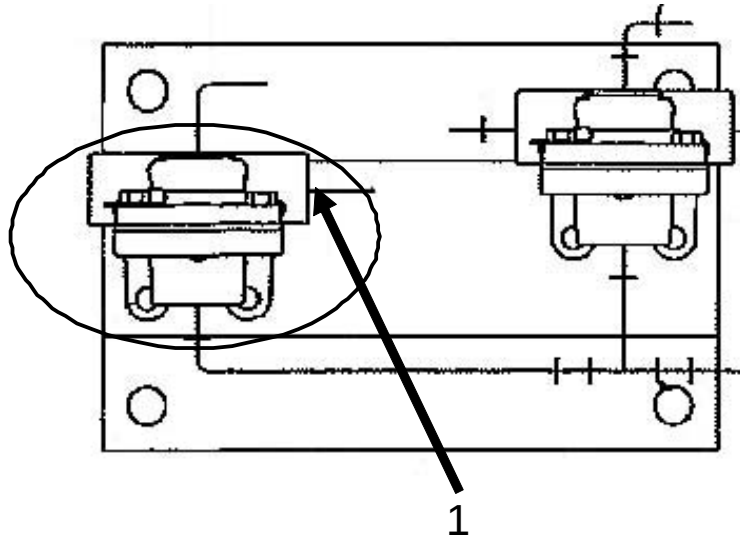


Figure 1 —

4. Disconnect the air line and plug the open port in the QRV by using 63AX112.
5. Locate the front ABS modulator valve package on the engine cross member and the line that runs to the ABS modulator valve from the QRV that was disconnected in step 4. Disconnect this air line.

NOTE

Verify that you have the correct line by forcing shop air through the disconnect line to see if air comes out of the end of the line that was disconnected in step 4.

NOTE

This air line will no longer be used. The line should be left in the chassis to preserve the routing and clipping for the other lines used in the air brake system. Any excess up to the first clip points should be cut off so the air line is not hanging down.

6. Locate the front of the nylon delivery line that feeds air from the treadle valve to the top port in the QRV shown in figure 2 (this line will also be a ½" red line connected to the top of the QRV, and the position is labeled number 2). Disconnect the air line.

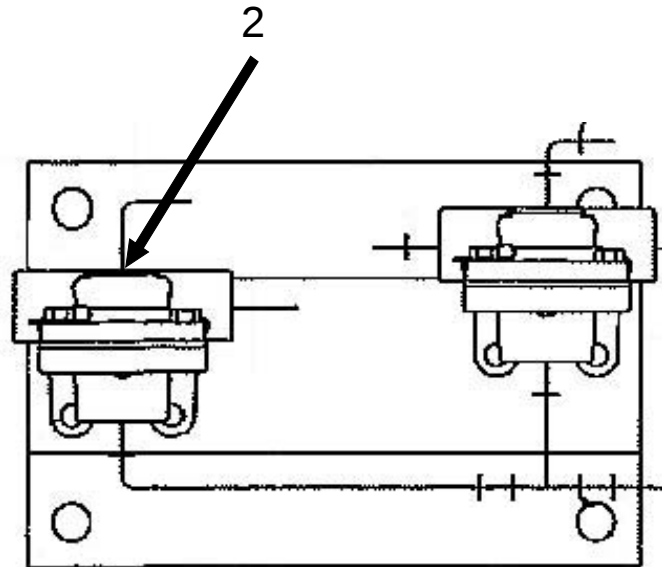


Figure 2 —

7. Tap into this air line by uncoupling the ½" nylon air hose where it is coupled to the wire braided hose coming from the treadle valve.

NOTE

Verify that you have the correct line by forcing shop air through the disconnected ½" nylon air line to see if air comes out of the line that was disconnected in step 6. **If you have the correct line, reconnect the air line at the QRV.**

8. Install transition fitting, 63AX1740, to the end of the wire braided hose that comes from the treadle.
9. Connect Tee fitting, 63AX1637, to the other end, output end, of the transition fitting.
10. Install elbow fittings, 63AX51094, to the two open ports that are left on the tee fitting.
11. Run a new ½" airline, part number 101AX126, from the open port on the ABS Modulator valve (i.e. port where the air line was disconnected from in step 5). Connect this line to one of the elbow fittings, 63AX51094.
12. Reconnect the line that goes to the rear QRV to the other elbow fitting at the tee fitting.
13. Start the vehicle and build up air pressure. After pressure is built up, check for and repair any air leaks.

NOTE

To signify that the campaign has been completed, use a permanent-type marker (such as a Sharpie) to write the campaign number (SC0345) 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.

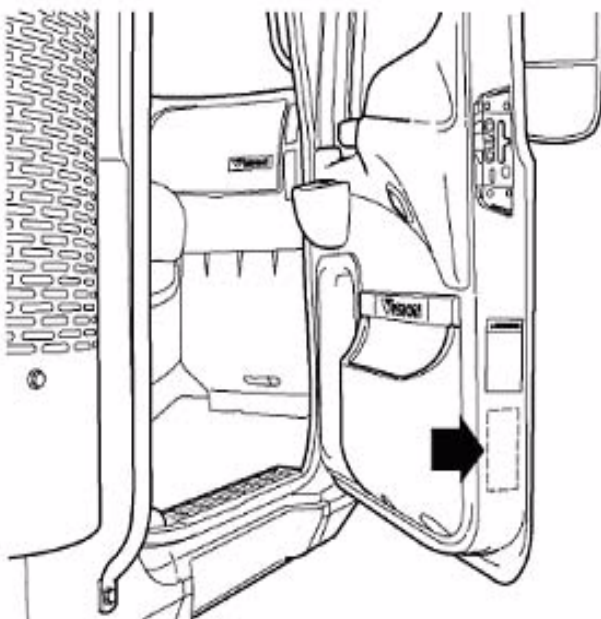


Figure 3 —

Parts Required:

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

QTY	Part No.	Description
1	63AX1637	Ice
1	63AX112	Plug
1	63AX1740	Straight Fitting with 45 degree flare
2	63AX51094	90 degree fitting
Cut to length	101AX126	1/2" Nylon tubing

Reimbursement

This repair is covered by an authorized Safety Recall campaign. Reimbursement is obtained through the normal claim handling process.	
Claim Type (used only when uploading from the Dealer Bus. Sys.)	40
Recall Status	
Vehicle inspected, repair not included	1-Inspected, Ok
Vehicle repaired per instructions	2-Modified per instructions
Labor Code	
Primary Labor Code	5331H-YJ-95 MRU 0.5
Time to take charge of vehicle and determine campaign status	101AA 0A 00— 0.3 hr.
Causal Part	20812943
Authorization No.	SC0345

Take-charge time is not included in the labor code for this operation. Take charge may be eligible, but can only be used once per vehicle repair visit. If the vehicle is having other warranty repairs performed, take-charge should be charged to the warranty repair, otherwise take-charge can be charged to this Safety Recall.

NOTE

Dealers are to perform Safety Recall Campaigns on all subject vehicles at no charge to the vehicle owner regardless of mileage, age of vehicle or ownership (original purchaser or subsequent purchasers). Whenever vehicles are subject to a safety recall are brought to your dealership for service, or taken into your dealership vehicle inventory, it is strongly recommended that every effort be made to perform the recall correction before the vehicle is sold or released to the owner.
