



# Safety Recall Trucks

Date	Group.	No.	Page
04.14	<b>SC0375</b>		1(17)

Electrical Power Distribution Module  
(EPDM)  
CHU, CXU, GU, TD

## **SAFETY RECALL INFORMATION:**

Mack Trucks Inc. has determined that the Electronic Power Distribution Module (EPDM) may become contaminated from water leaks in and around the windshield on certain CHU, CXU, GU and TD model vehicles. If exposed to water leaks, contaminants such as road salt may deposit on the power distribution module. If this occurs, circuits may be bridged creating a high resistance short that may result in damage.

To address these concerns, Mack has developed an inspection and repair procedure that will help identify suspect components and prevent the possibility of future contamination. Follow the procedure outlined in this document.

## **VEHICLES AFFECTED:**

Certain Mack CHU, CXU, GU and TD model vehicles manufactured from June 16, 2009 to July 8, 2011.

## **VEHICLE IDENTIFICATION NUMBERS (VIN):**

There are 22,450 in Total (16,428 U.S., 2,462 Canada and 3,560 Export) vehicles affected by this recall.

## **Parts Ordering:**

**NOTE:** Do not order parts through Parts Compass.

If the vehicle is eligible, call 1-877-602-0270 and provide the following:

- 17 digit Vehicle Identification Number (VIN)
- Recall Number (SC0375)
- Dealer Code
- Purchase Order Information (PO Information)

**Parts:**

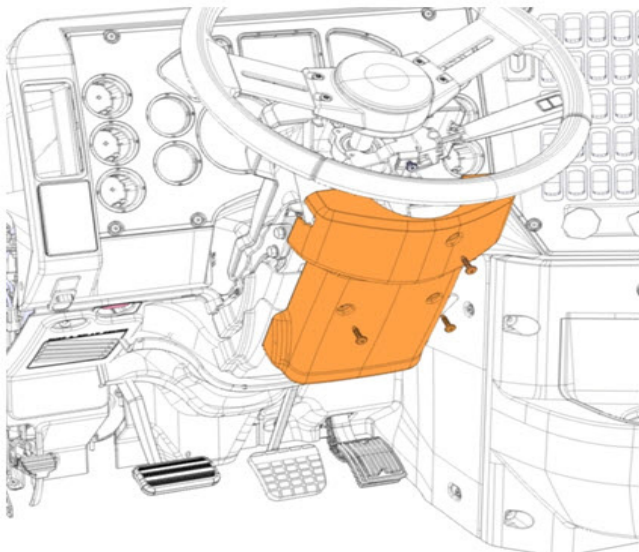
- 1 x 85142790 - Panel, Relay Center, EPDM
- 1 x 82732384 – Gasket, Relay Center Panel
- 2 x 25195026 – Relay, 12V ISO MINI SPST 70A
- 3 x 25110754 - Relay, 12V 280 MINI SPST 40A

**NOTE:** Additional fuses/circuit breakers/relays may be required depending on truck content. Review the EPDM installed in the vehicle for additional content.

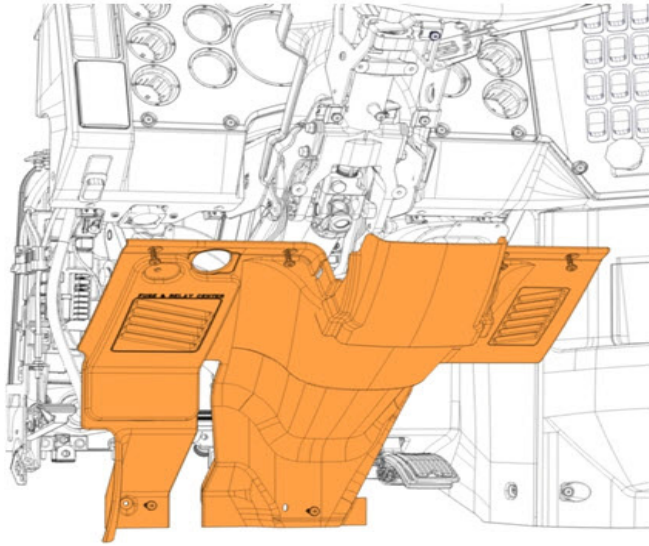
**Repair**

**NOTE:** You must read and understand the precautions and guidelines in Service Information, group 30, “General Safety Practices, Electrical and Electronics” before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.

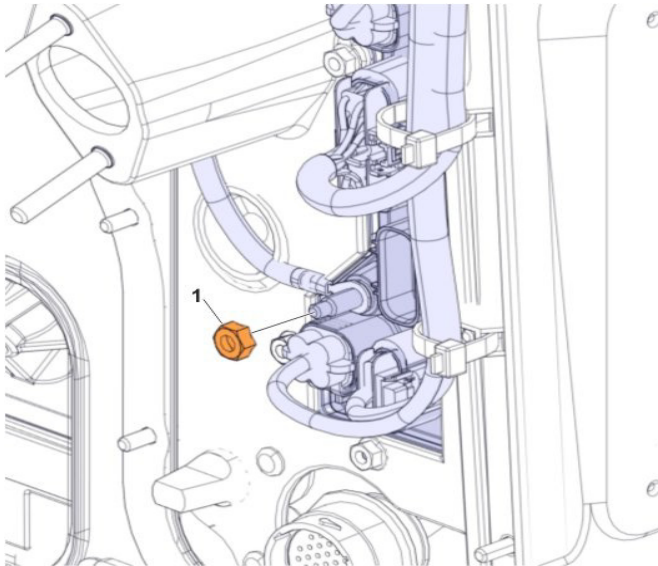
1. Secure the vehicle for service by parking it on a flat level surface, applying the parking brake, chocking the rear wheel, and placing the transmission in neutral.
2. Disconnect all cables from the negative (ground) and positive battery terminals to prevent personal injury from electrical shock and prevent damage to electrical components.
3. Open the hood.
4. Remove the steering column cover and position out of the way.



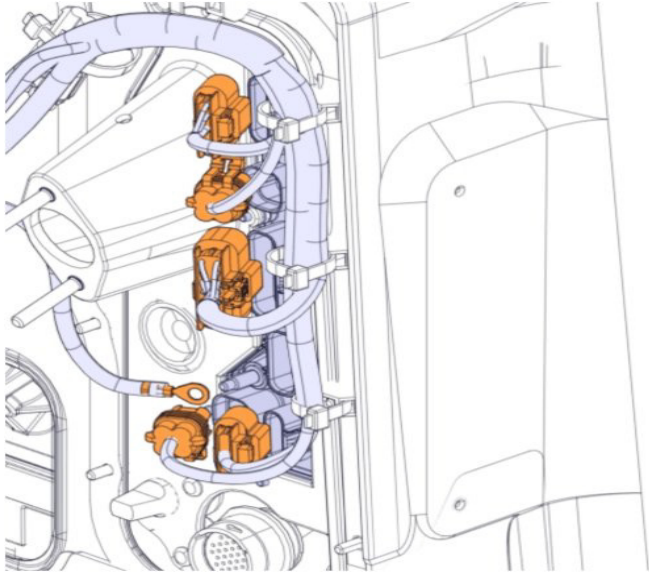
5. Remove the lower dash trim and position out of the way.



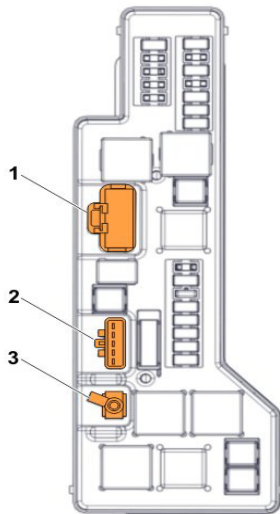
6. From under the hood remove the battery cable (1) from the Electronic Power Distribution Module (EPDM).



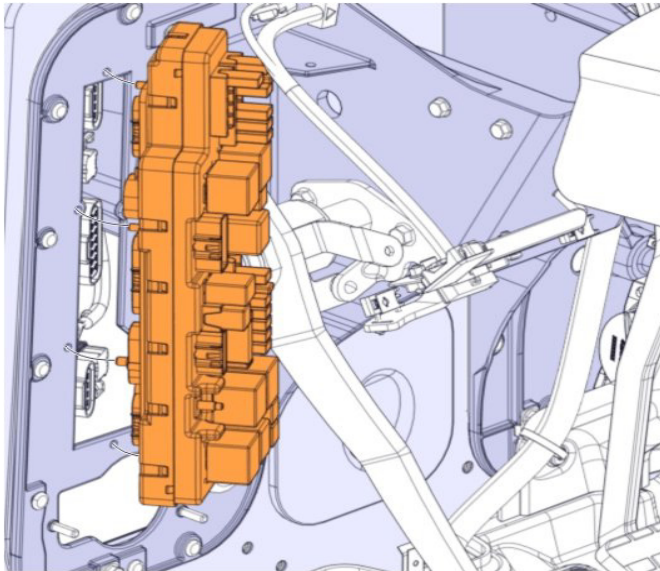
7. From under the hood disconnect the electrical connectors from the EPDM.



8. From inside the cab remove the power cable and connectors (1, 2, and 3) from the EPDM. Take note of connections for re-installation.



9. Remove the EPDM. Ensure any seal remaining on the fire wall is cleaned off for proper sealing upon reinstallation.



10. Inspect the removed EPDM for signs of water damage. Pull each component from the EPDM and inspect both the component and the EPDM at that location for traces of water. Inspect both sides of the EPDM. If traces of water are found on the EPDM or any component go to step 11a and replace the EPDM and all components. If no signs of water are evident, go to step 11b.

**NOTE:** This photograph is an example only. Traces of water may be found at various locations on the EPDM, and to varying degrees of contamination.

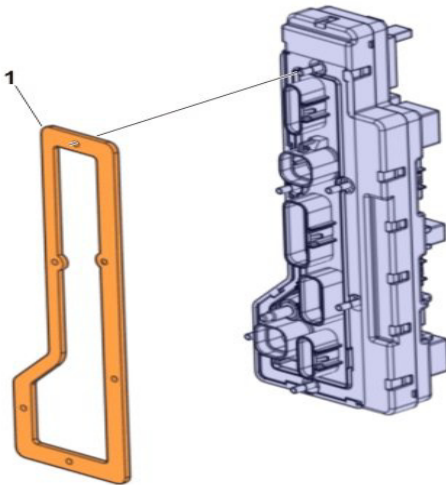


11. A) If it is determined that a new EPDM is required, using new EPDM 85142790, install 2 x sealed relay 21595026 in positions R01 and R02. Install 3 x sealed relay 25110754 in positions R07, R08, and R09. Populate or remove any other fuses/circuit breakers/relays (using old EPDM as a guide), with new parts.

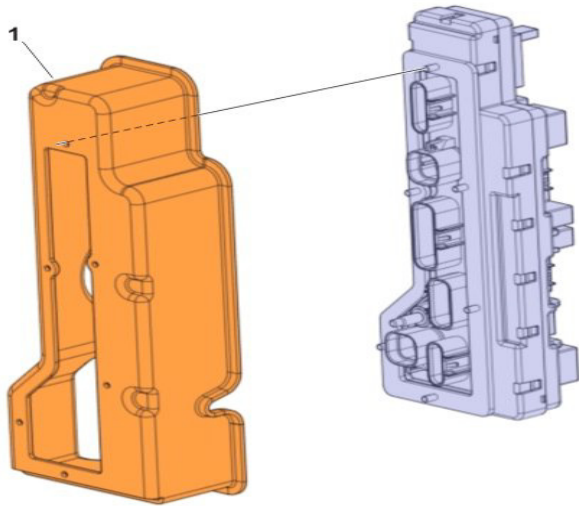
B) If it is determined that a new EPDM is not required, using the existing EPDM, install 2 x sealed relay 21595026 in positions R01 and R02. Install 3 x sealed relay 25110754 in positions R07, R08, and R09.

**NOTE:** Any old parts must not be reused if any one component shows sign of water damage. Any part not reused must destroyed.

12. Remove the gasket (1) from the EPDM and discard. Remove the gasket regardless of the EPDM being replaced or reused.

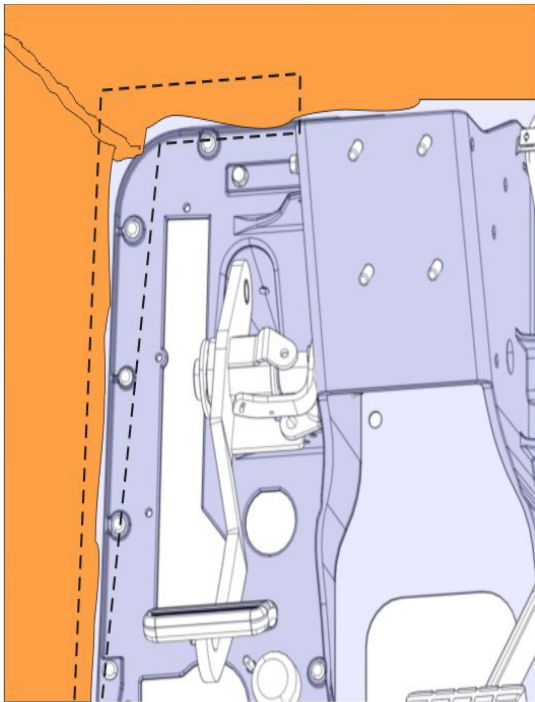


13. Install the gasket (part number 82732384) into position on the EPDM.

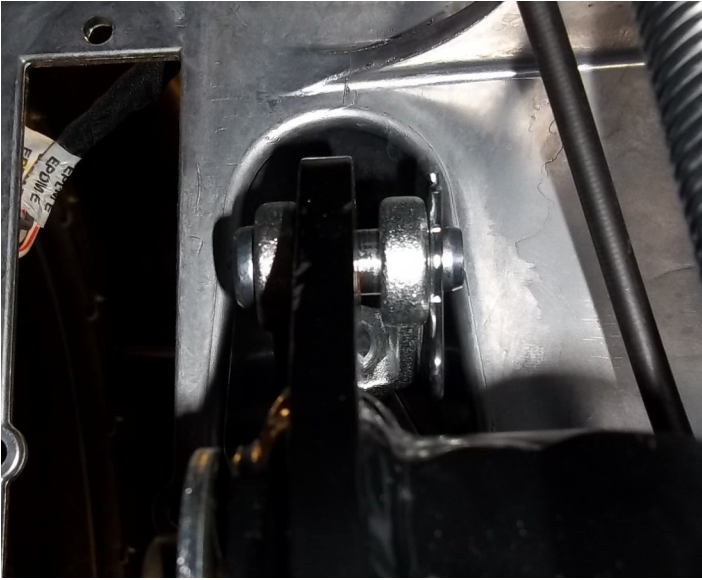


14. Cut the insulation back to the edge of the pass-through plate. Cut back sufficient material so that it will not come into direct contact with the EPDM or the EPDM gasket.

**CAUTION:** To avoid component damage do not cut the pass-through airline which may run behind the insulation.



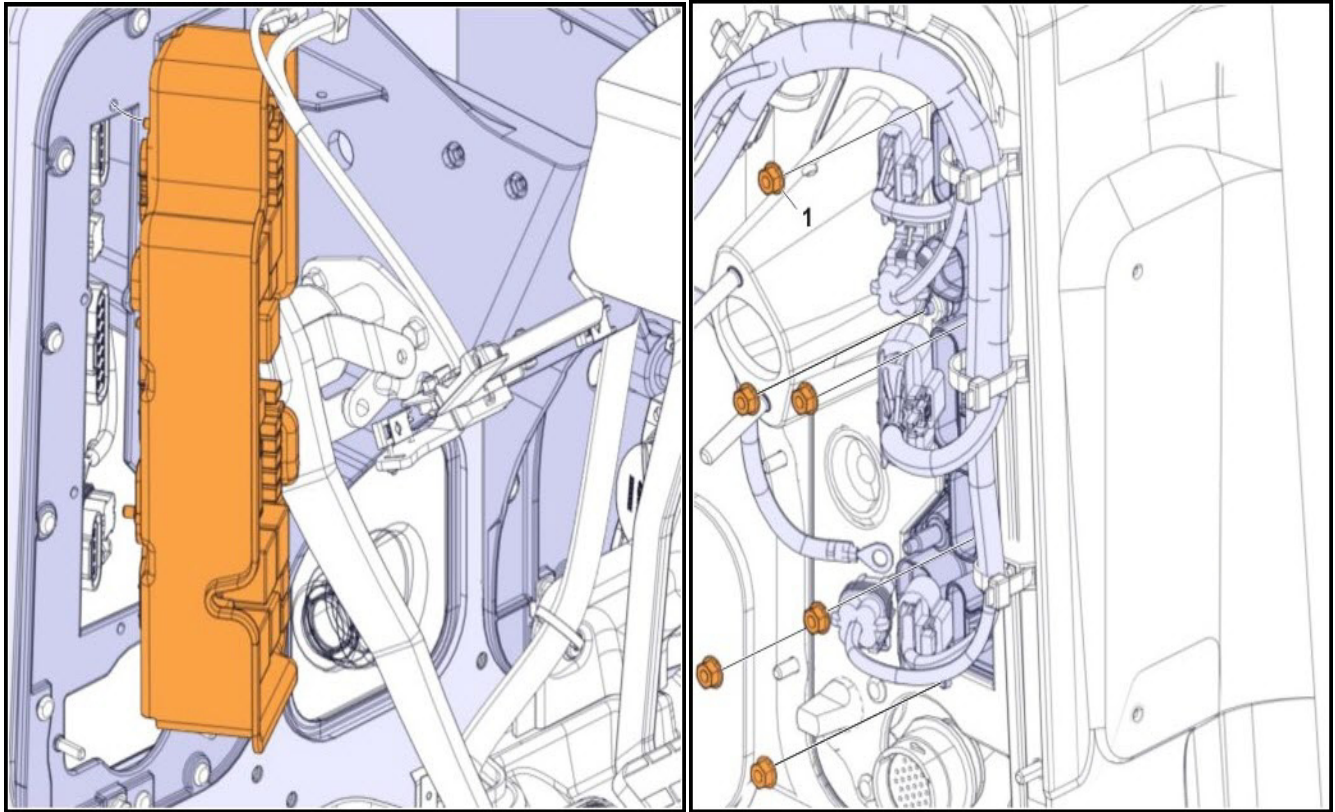
15. Check the clutch linkage clevis pin. The pin should be oriented as shown below to prevent contact with the EPDM gasket.



16. Check the routing of the column tilt cable. Cable should be routed as shown below, to allow for ample clearance to the EPDM gasket and clutch spring. Use a double loop cable tie (8079360) or similar to secure the cable to the bracket. Cable clipping point should be approximately 3.5 inches from the fire wall.



17. Install the EPDM to the bulkhead. Torque fasteners (1) to 7.8 +/- 1 Nm (5.8 +/- 0.7 ft-lb).

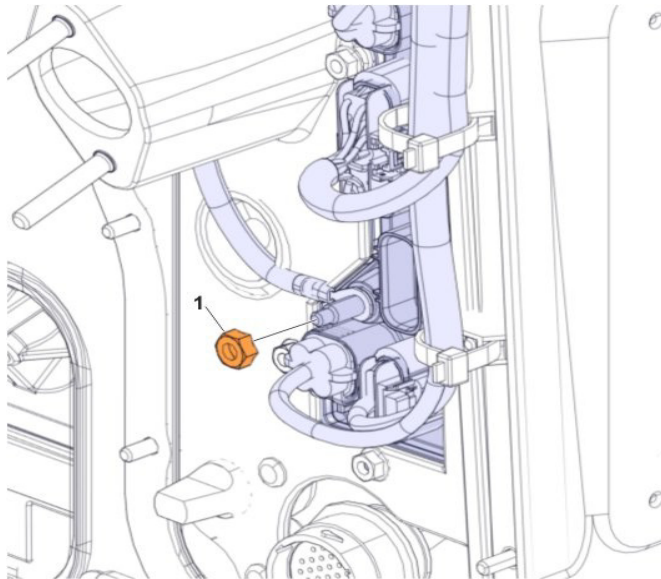


18. Under the hood install the EPDM connectors. Install the harness with sufficient drip loops

**NOTE:** Though seen in the illustration, the battery cable will not be connected at this point.



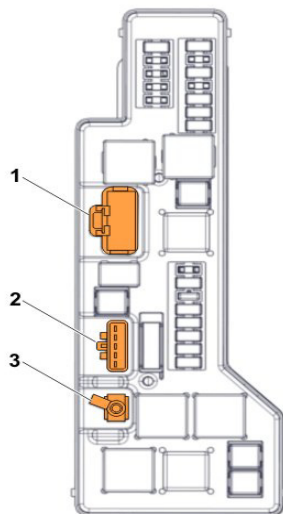
19. Under the hood install the battery cable to the EPDM (1). Torque fastener to 6.5 +/- 0.5 Nm (4.8 +/- 0.4 ft-lb).



20. From inside the cab, install the power cable and connectors (1, 2, and 3) to the EPDM as required. Torque the fastener for connector 3 to 6.5 Nm (4.8 ft-lb).

Refer to steps 21 - 24 for proper harness routing.

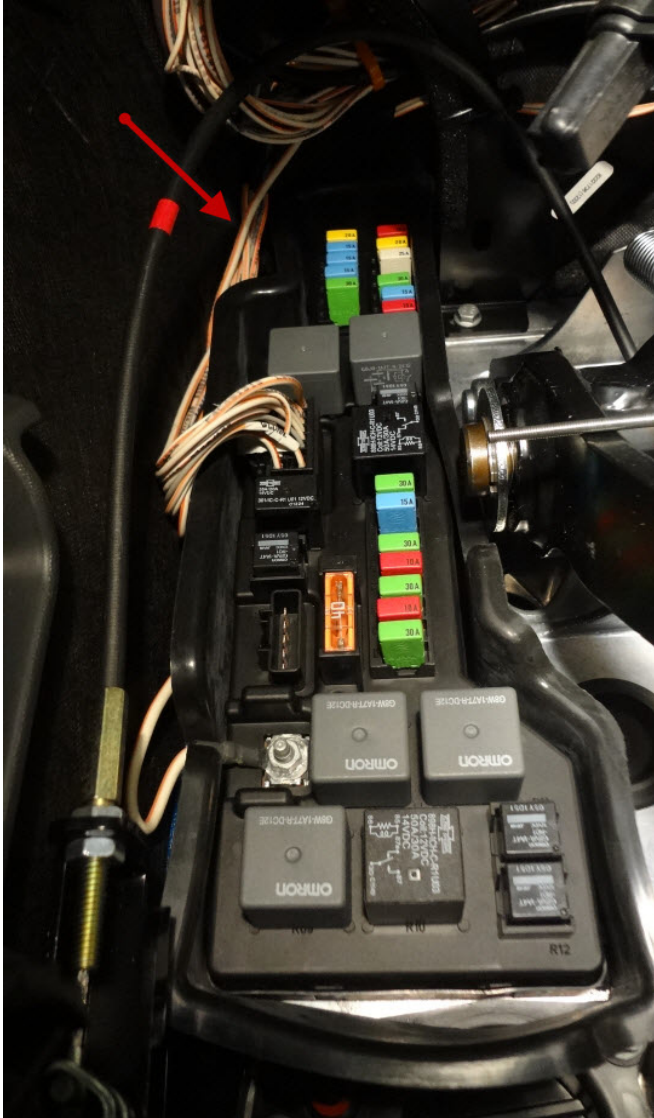
**NOTE:** The auxiliary power cable (3) only needs to be re-connected if there is a fuse/circuit breaker populated in position P01. If no fuse/relay is present in P01, apply heat shrink over the terminal, and tie the cable up out of the way, ensuring any water that may follow the wire will not drip or come into contact with the EPDM.



21. Remove the cable ties securing the harness up to the main trunk of the cab harness just under the instrument panel.

**CAUTION:** To avoid wire damage, use care when cutting the cable ties.

**NOTE:** This step allows sufficient length of free harness for routing purposes.



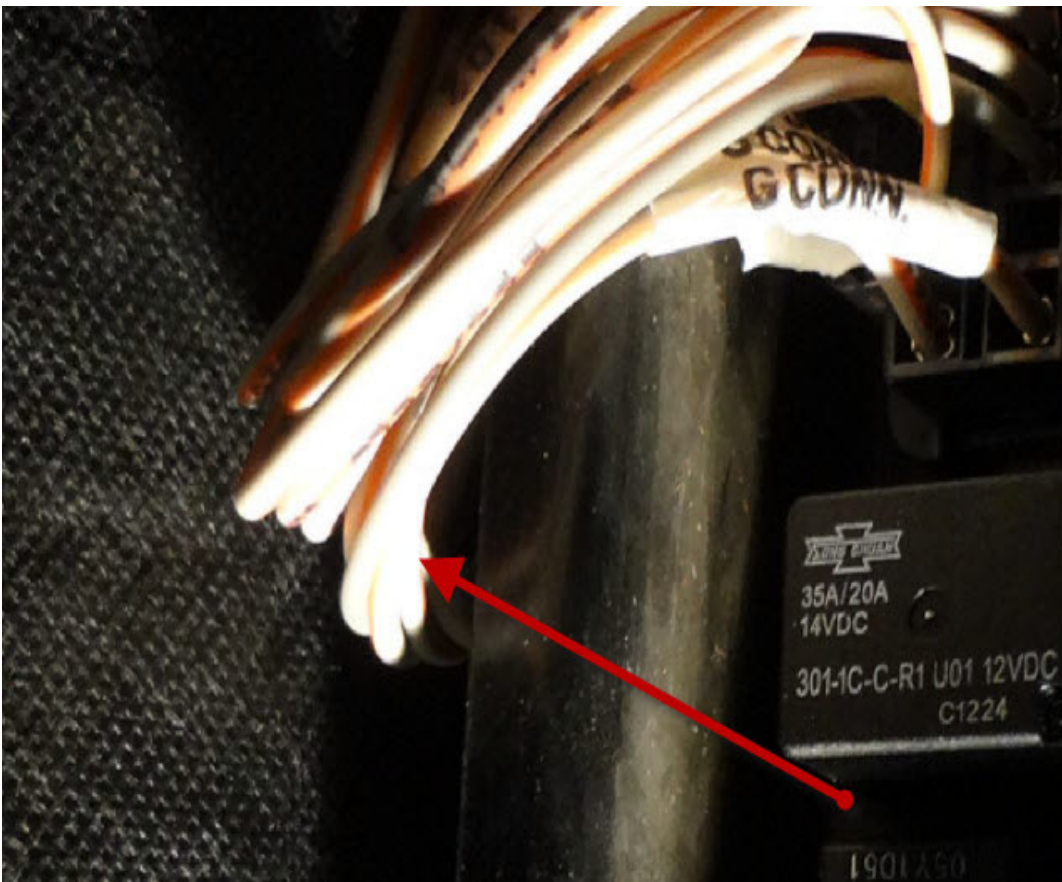
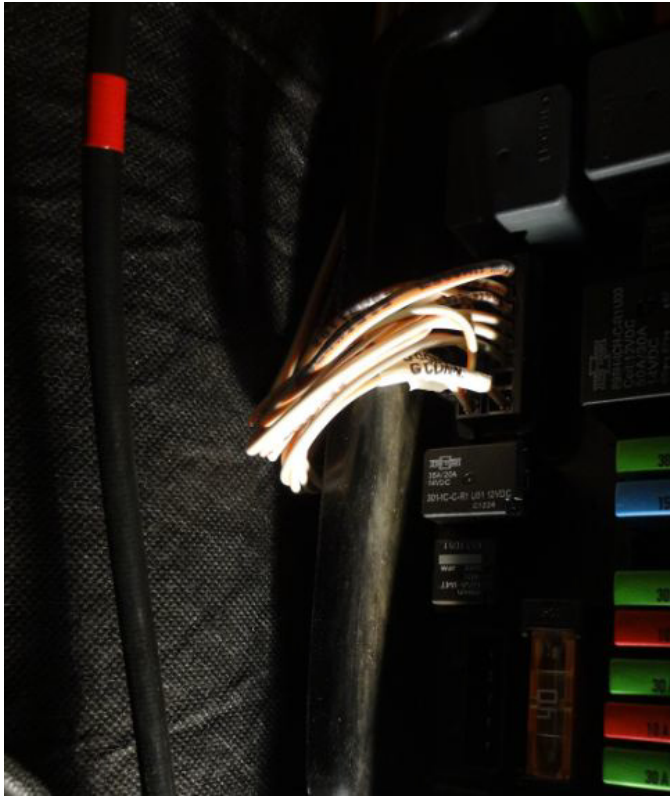
22. Route the upper portion of harness behind the gasket as shown.

**NOTE:** The harness, if routed correctly, lays in behind the gasket



23. To give proper clearance, route the harness around the edge of the gasket.

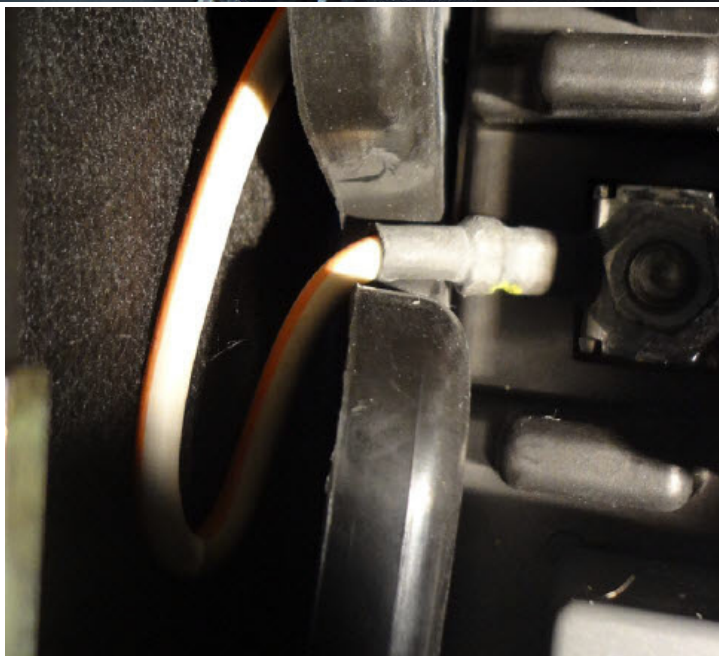
**NOTE:** Route the harness away from the edge as far as possible.



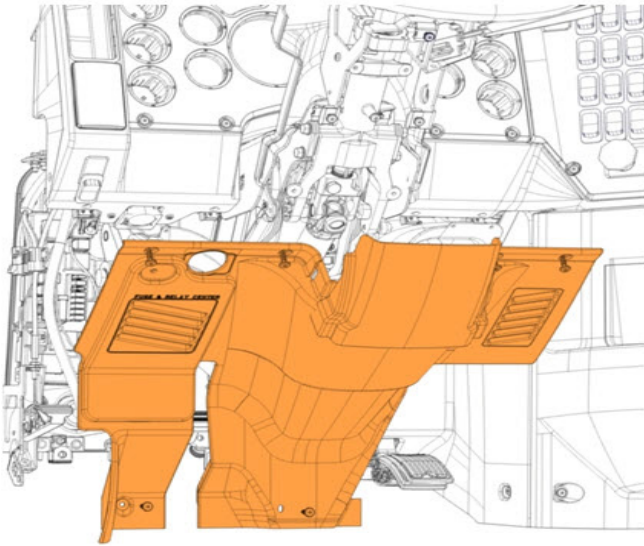
24. Route the single power wire (if applicable) down to the EPDM.

**CAUTION:** To avoid wire wear, ensure that the wire does not contact the steering column adjust cable or nut.

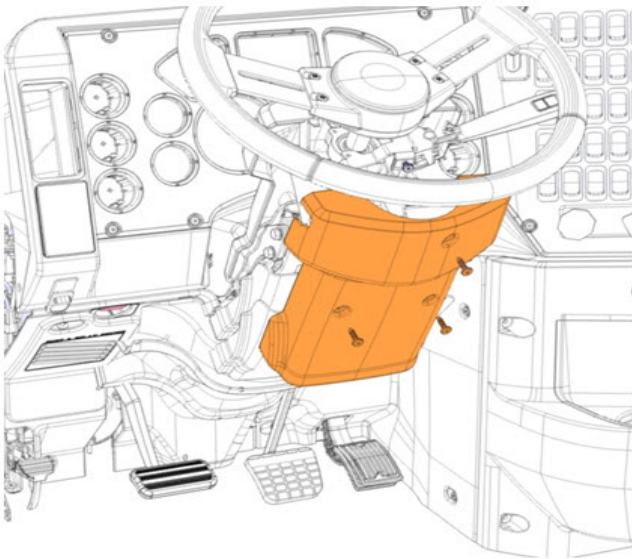
**NOTE:** Bend a loop in the end of the wire as shown below.



25. Install the lower dash trim panel.



26. Install steering column panel.



27. Install all previously removed cables to the ground (negative) battery terminals.

28. Close hood.

29. Perform an electrical function check to ensure all electrical devices and components operate correctly.

