

Blower motor switch wiring upgrade

M-371-002

(March 2008)

Valid for

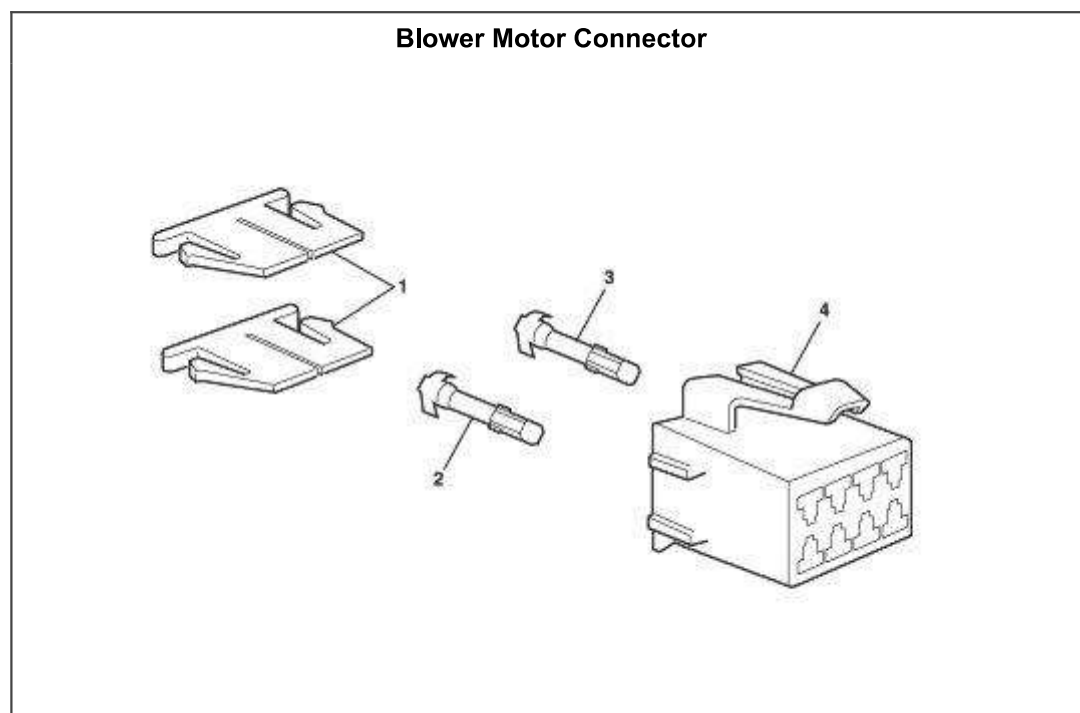
All CXU,CHU,GU Built Before Feb 1 2008

Case description

On CXU, CXP, CHU, GU and CTP model chassis, the possibility exists for the climate control blower motor switch connector and terminals to overheat and begin to melt under certain conditions. To prevent this from occurring, a change to the connector wiring, where the high-speed blower circuit is shared across two terminals to reduce the load and heat per terminal, was implemented into production effective February 1, 2008. Should an overheated switch connector be encountered on a vehicle manufactured prior to February 1,2008, it is recommended that the switch connector wiring be modified as outlined in this service bulletin.

Note: Not applicable to Mack Trucks Australia.

Parts

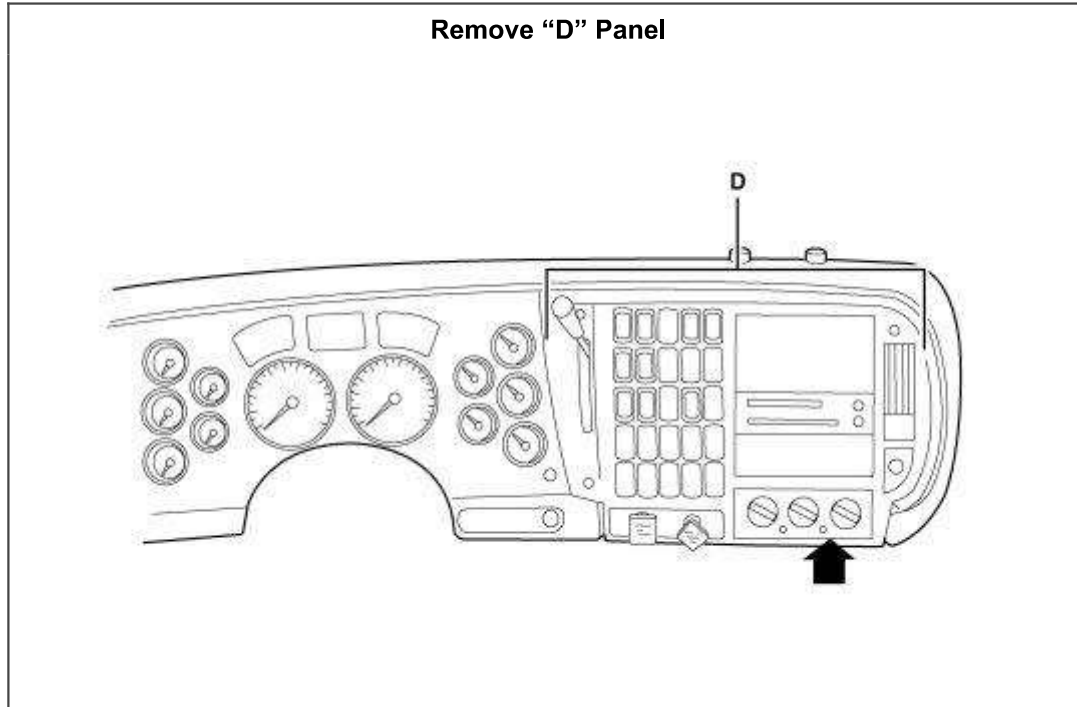


Key	Qty.	Part number	Description
1	2	7526— 12064999	Secondary terminal lock
2	1	7526— 12162595	Terminal pin, female, 18 gauge

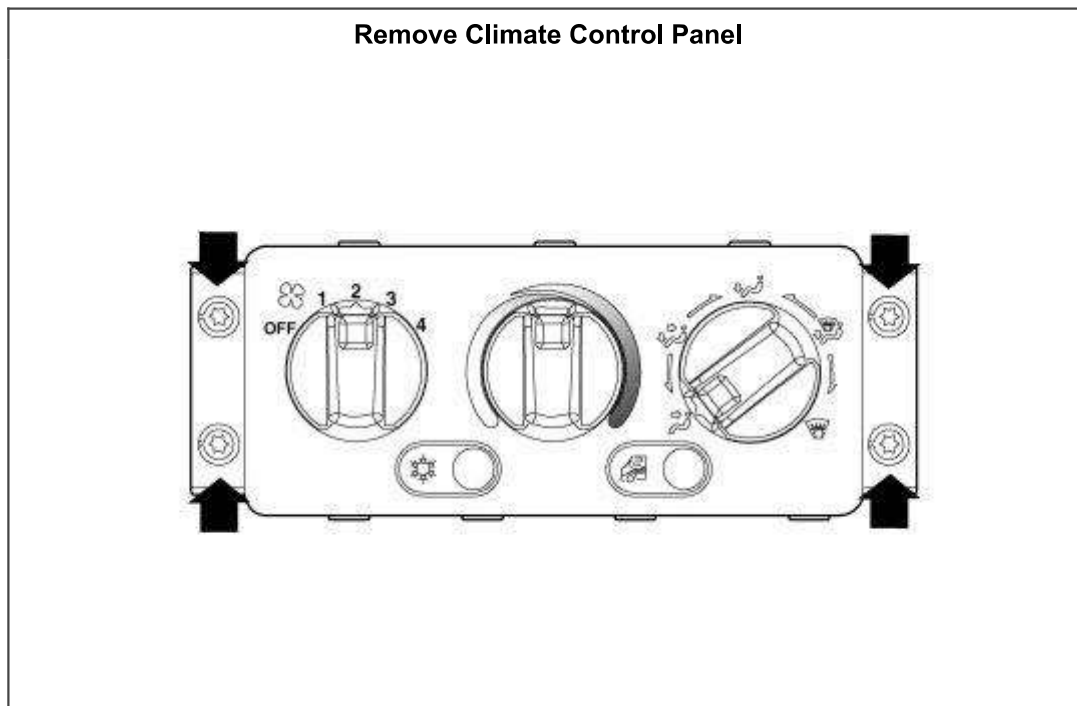
3	7	7526— 12015858	Terminal pins, female, 10 gauge
4	1	960AM18	Connector body

Repair procedure

1. Remove the “D” panel by removing the four No. 27 Torx® screws that secure the panel to the instrument panel.



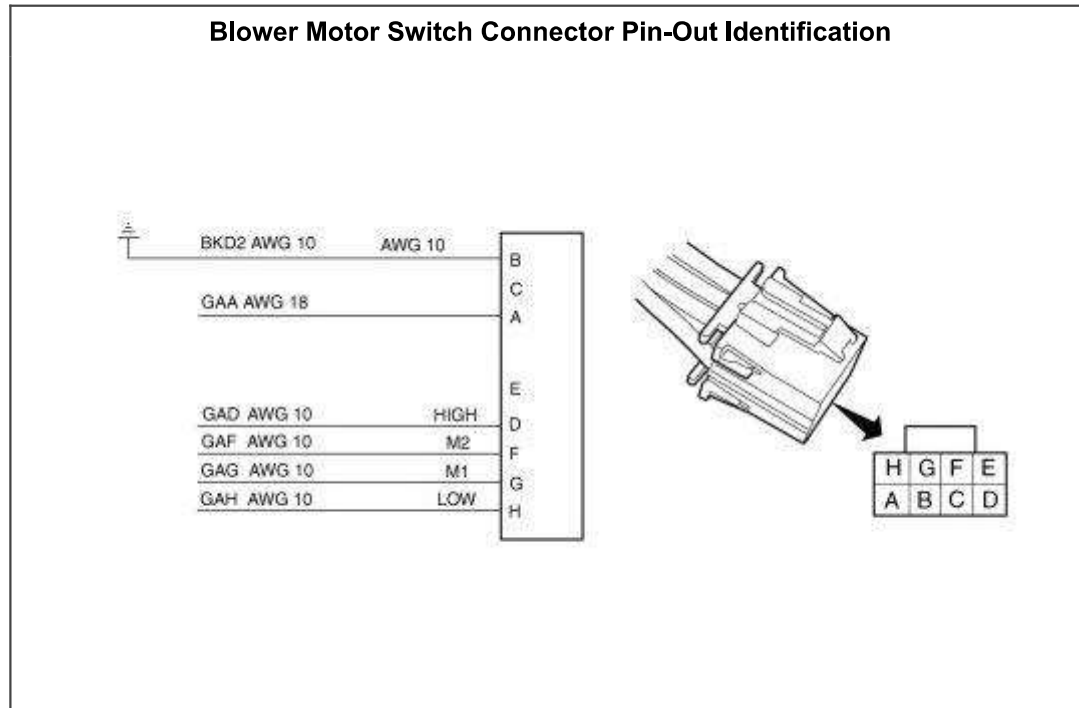
2. Remove the four No. 27 Torx® screws that secure the climate control panel to the instrument panel.



3. Pull the climate control panel away from the instrument panel to access the two connectors on the backside of the panel. Disconnect both connectors, and then remove the climate control panel.

Note: Carefully inspect the blower motor switch for heat damage or discolouration. Replace the control panel if damage is evident.

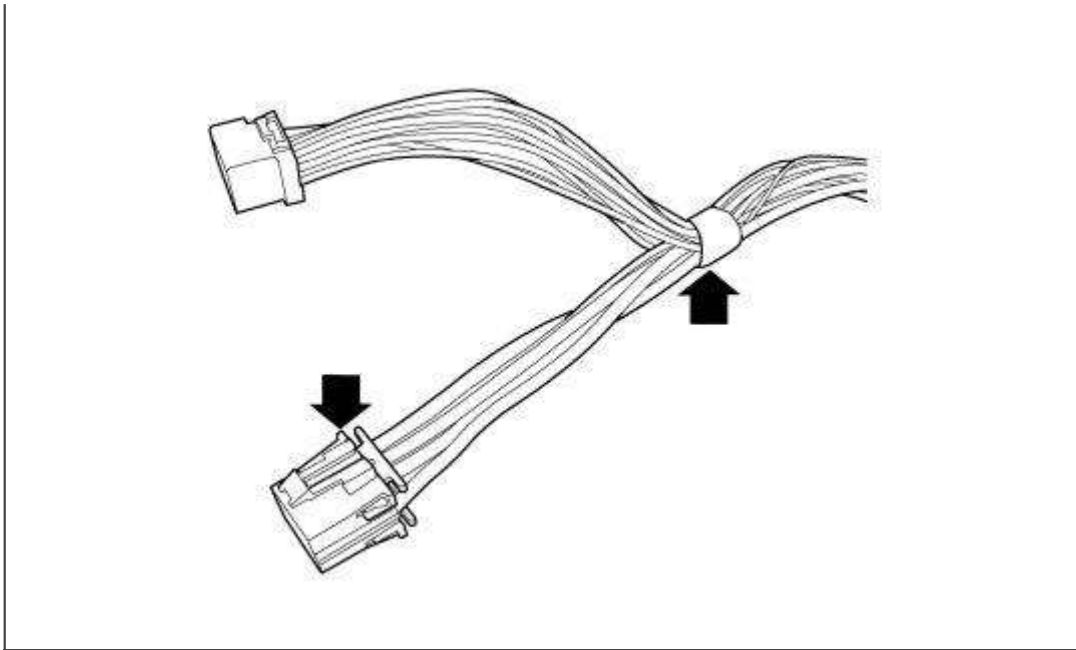
4. Using the proper terminal removal and crimping tools, individually remove each of the wires (with the exception of the black [or gray] wire labelled BKD2, and the white wire labelled GAD) from the connector body, cut the existing terminal from the wire, strip the insulation from end of the wire and then install new terminals (part number 7526–12015858 for 10 gauge wires, and part number 7526–12162595 for the single 18 gauge wire). Insert the wire into the correct cavity of the new connector body (part number 960AM18).



5. Remove the black (or gray) wire labelled BKD2 and the white wire labelled GAD from the existing connector body, cut the existing terminals from the wires and then install new terminals (part No 7526–12015858). Use the correct crimping tool to crimp the terminal.
6. Splice a 76.2 mm (3") length of 10 gauge wire to each of the two wires (wire No. BKD2 and GAD). Procedures for splicing the wires are as follows:
 - a. Slide a 50.8 mm (2") piece of heat shrink tubing over each of the two wires. The diameter of the tube should be large enough to accept two 10 gauge wires. Position the tubes below the splice area until the splice is soldered.

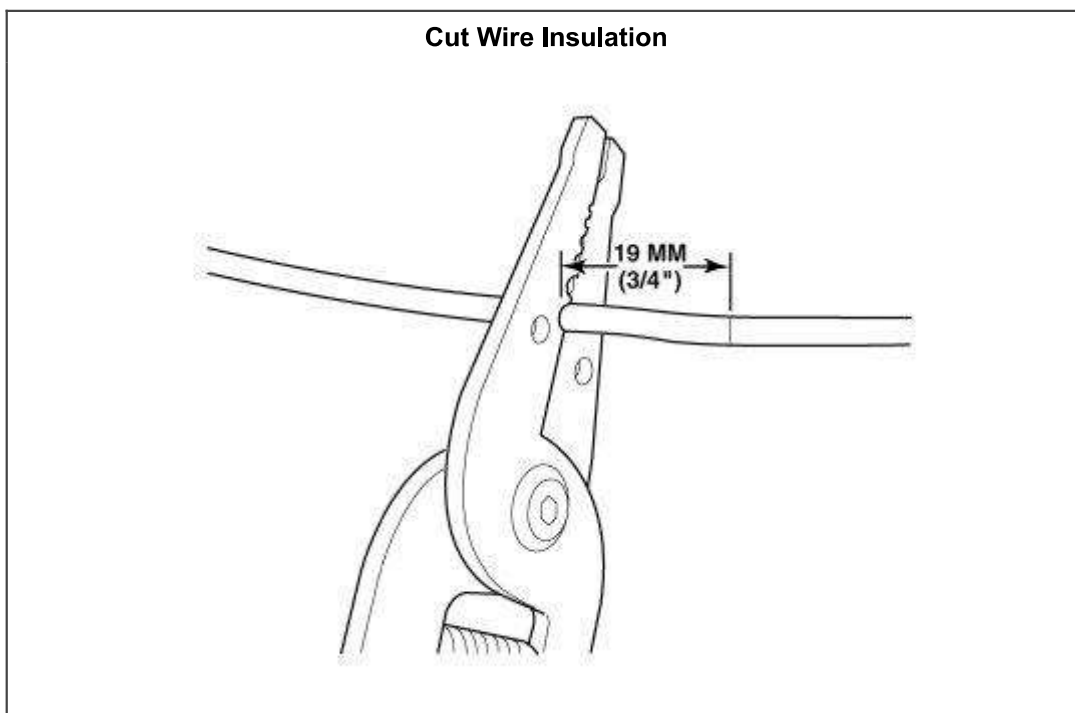
Note: The tape can be cut from the harness to provide better access to the wires if required. Use care so as to not cut into the wires.

Cut Tape from Harness to Provide Better Accessibility to Harness Wires



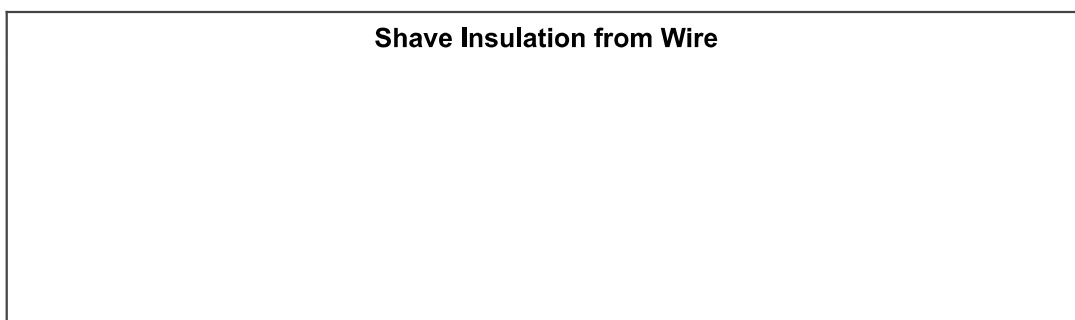
b. Using the correct size wire stripper, cut through the insulation at two locations 19 mm (3/4") apart.

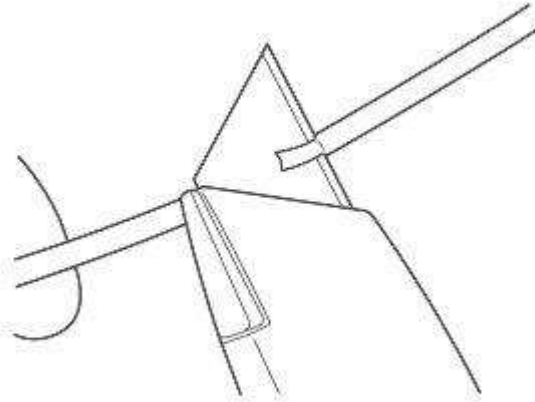
Note: Cut only the insulation. Do not cut into the wire.



c. Shave the insulation down to the wire between the two cuts.

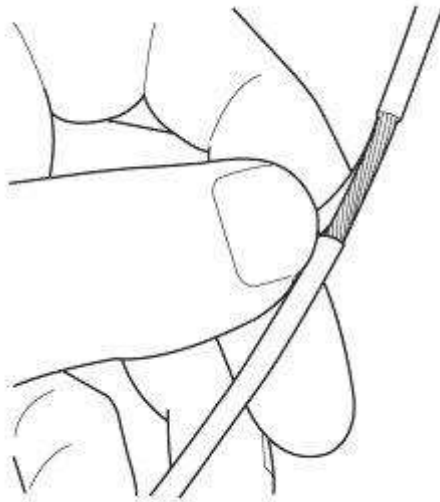
Note: Use care so as to not cut into the wire.





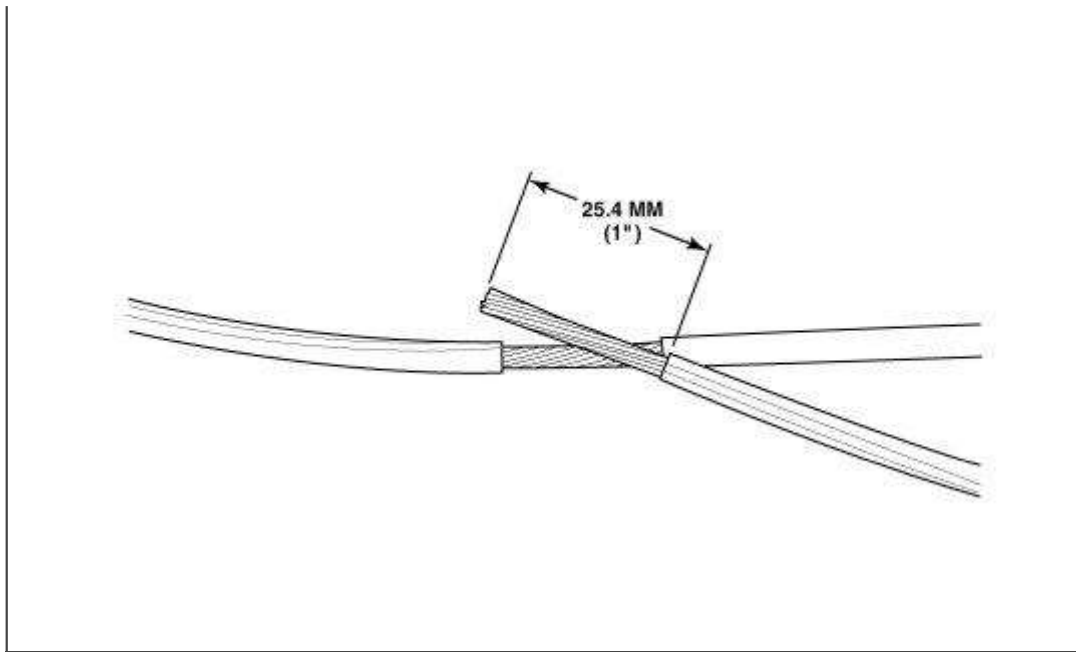
d. Peel the remaining insulation from between the two cut locations.

Peeling Remaining Insulation from Wire

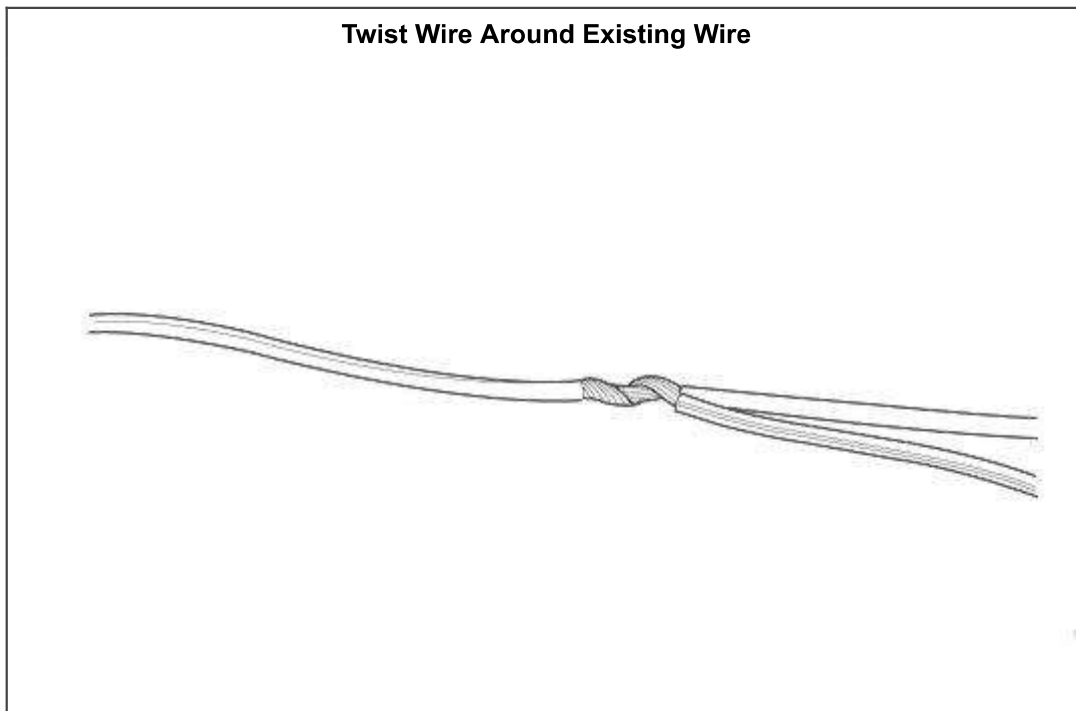


e. Strip 25.4 mm (1") of insulation from a 76.2 mm (3") length of 10 gauge wire.

Strip 25.4 mm (1") of Insulation from Wire

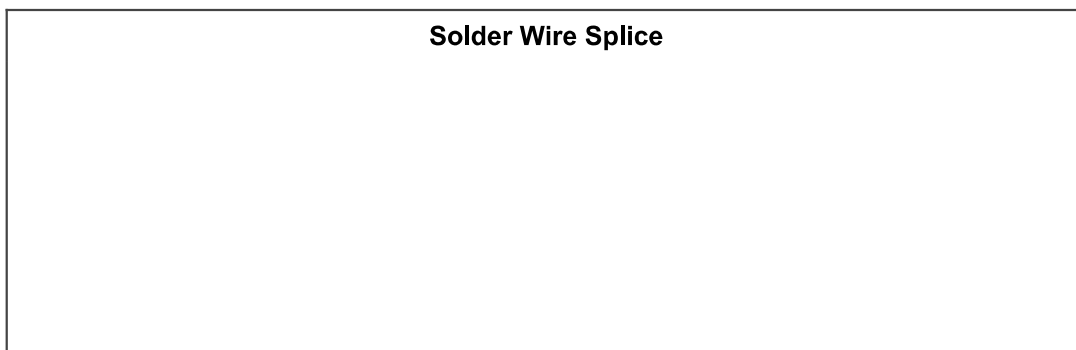


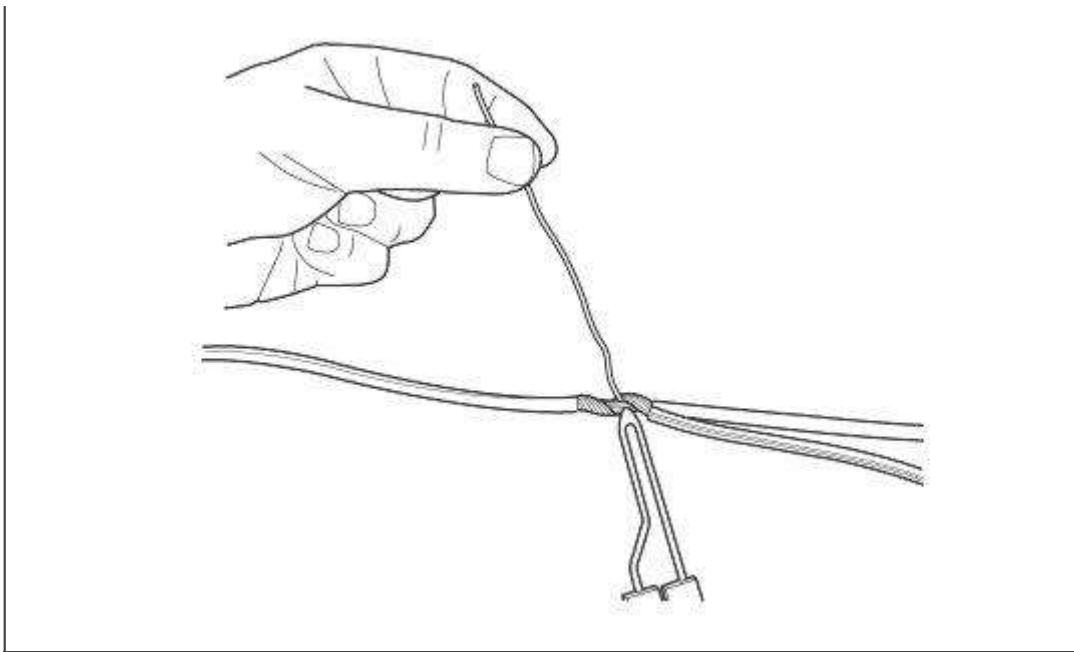
f. Twist the wire being added tightly around the bared section of existing wire.



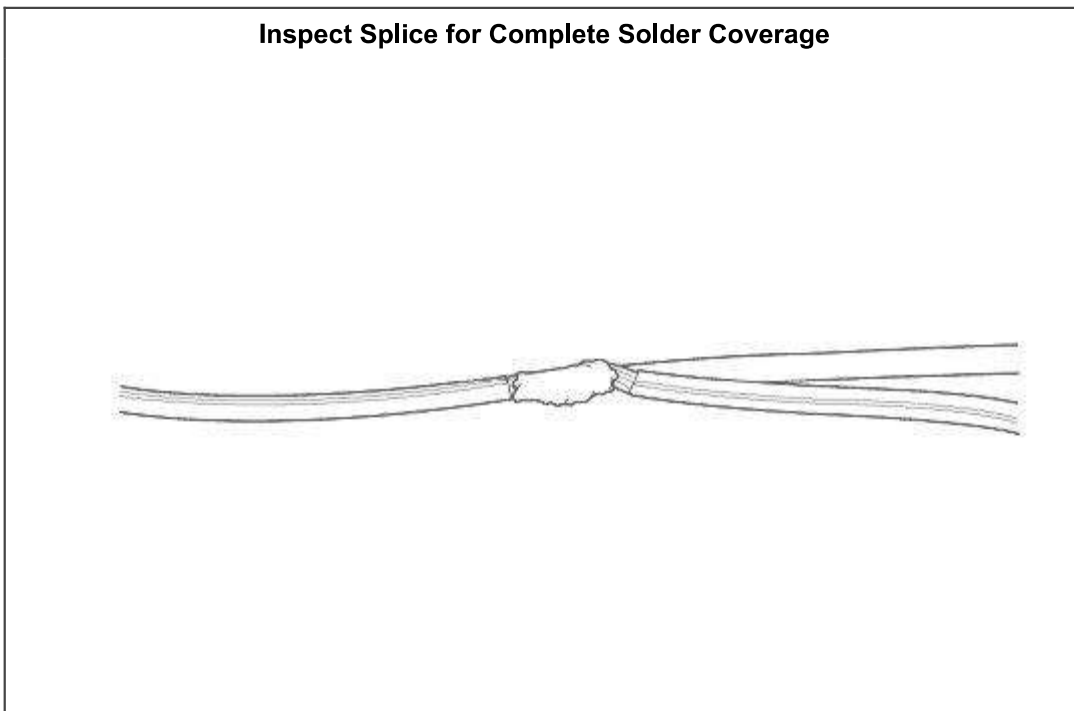
g. Solder the wire splice by applying heat to one side of the wire and the solder to the opposite side, allowing the solder to flow into the wire strands.

Note: Use rosin core solder only.

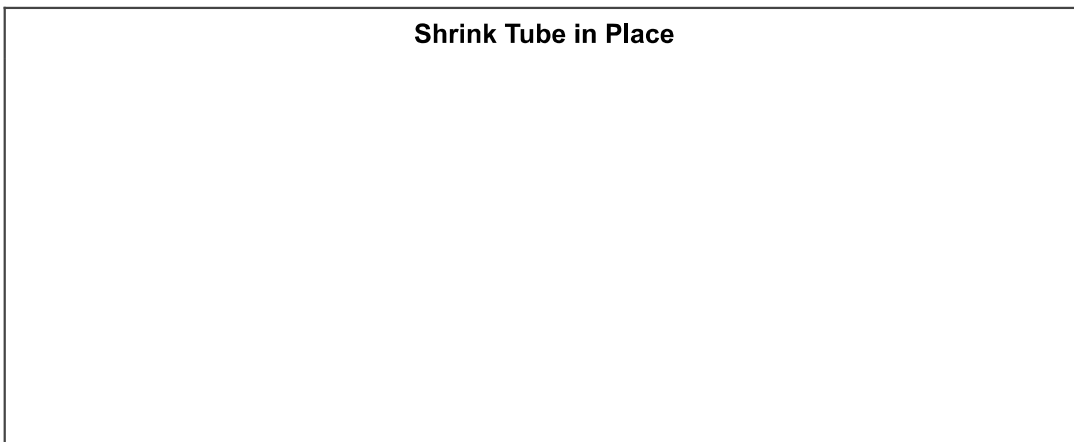


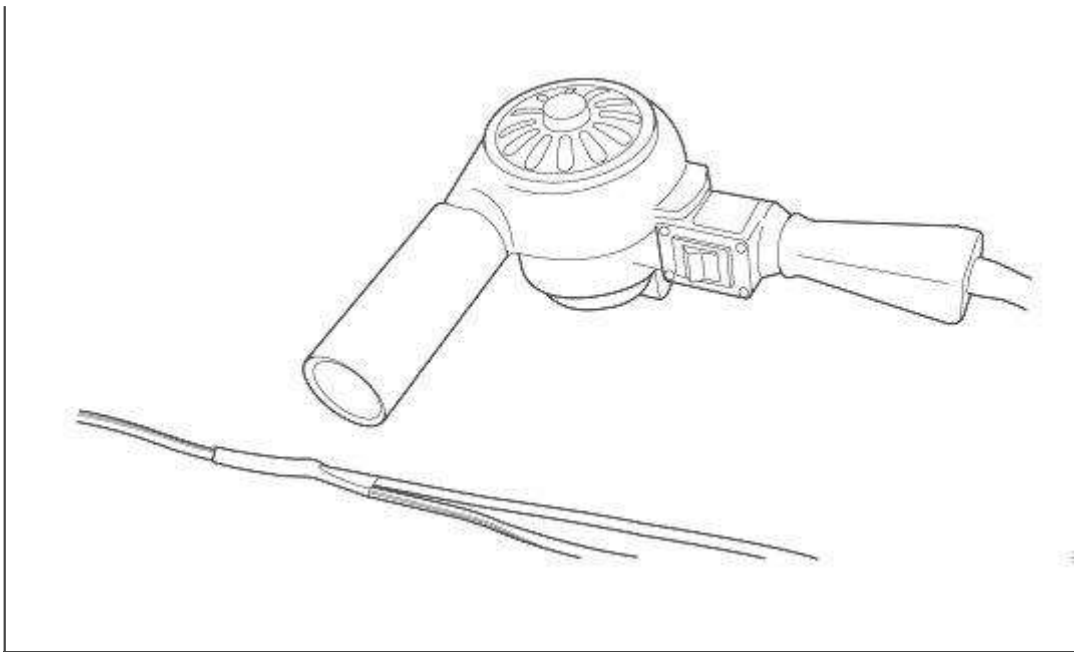


h. Inspect the splice for complete solder coverage and resolder if necessary.

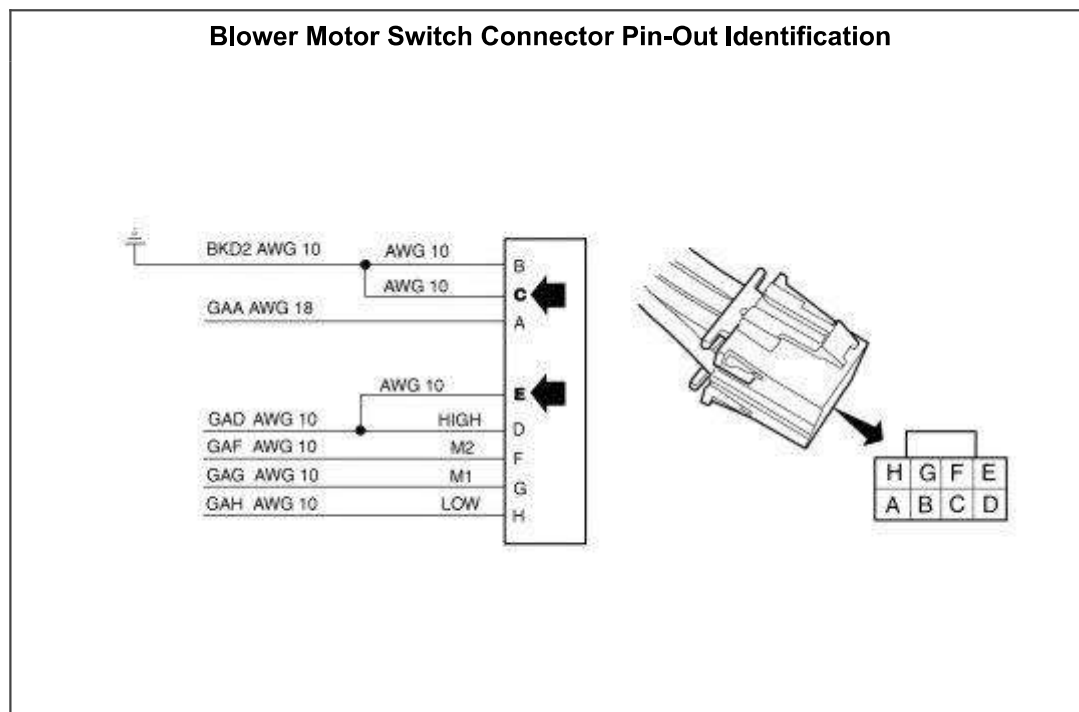


i. Center the heat shrink tubing over the splice, and then use a suitable heat source to shrink the tube.





7. Cut each of the spliced wires to the same length as the existing BKD2 and GAD wires, and strip the insulation from the end of the wires and install new terminals (part number 7526-12015858).
8. Insert each of the wires into the appropriate connector body cavities as follows:



- Black (or gray) wire BKD2 — connector cavity B
 - BKD2 spliced wire — connector cavity C
 - White wire GAD — connector cavity D
 - GAD spliced wire — connector cavity E
9. Install two secondary locks (part number 7526-12064999).
 10. Reconnect the two connectors to the climate control panel, and then reinstall the climate control panel to the instrument panel.
 11. Reinstall the “D” panel.

Warranty information

Reimbursement

This repair may be eligible for reimbursement if a product failure was experienced within time and mileage limits of the applicable Warranty coverage. Reimbursement is obtained via the normal claim handling process.	UCHP Reimbursement
Claim Type (used only when uploading from the Dealer Bus. Sys.)	W
Labor Code	724 7A 00 80 – 0.8 hrs.– Time allowed to replace damaged blower motor switch harness connector and add two additional wires. Does not include “take-charge” time.

Issued by

Technical Service

Mack Trucks, Inc. engages in a continuous program of testing and evaluating to provide the best possible product. Mack Trucks, Inc., however, is not committed to, or liable for updating existing chassis.