Cracks in Engine Tunnel at Left-Side Cross Sill

M-851-001

(April 2008)

Valid for

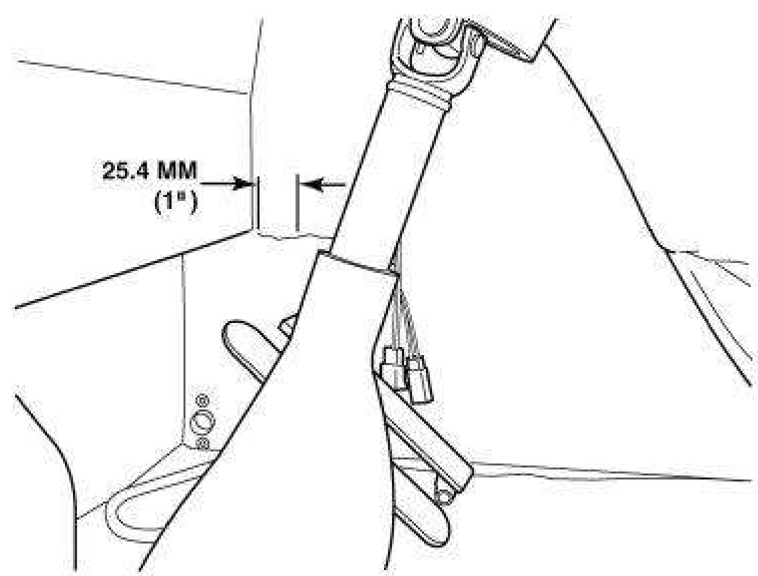
All MRU Models

Case description

On certain MR and MRU model chassis, cracks may be seen in the engine tunnel around the area of the cross sill on the left- or right-hand side of the cab. The cracks can be repaired by welding the sheet metal, and to prevent the cracks from recurring, a reinforcement bracket (part number 4999-5A3136REP) is available through the MACK Parts System.

Note: A small crack may be noticed in the engine tunnel, but in most cases will not progress any further due to the design of the cab and the reinforcements already in place. The repair outlined in this bulletin is for those instances where the crack has progressed more than 25.4 mm (1") as shown in the illustration below.

Cracks in Engine Tunnel (Left-Hand Side Shown, Right-Hand Side Symmetrical)

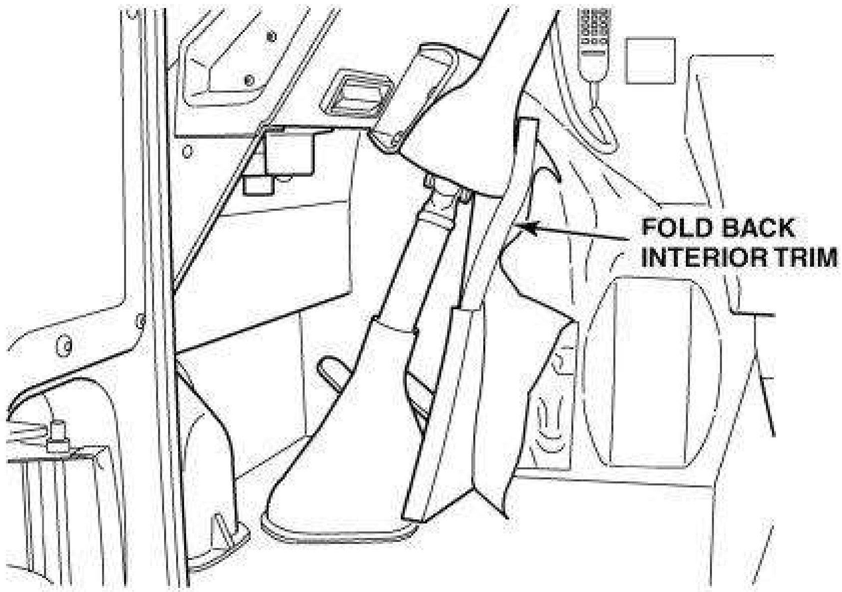


Note: Not applicable to Mack Trucks Australia.

Repair procedure:

1. On the inside of the cab, pull the interior trim away from the engine tunnel on the lefthand side, below the dash panel cross sill.

Pull Interior Trim Away from Engine Tunnel

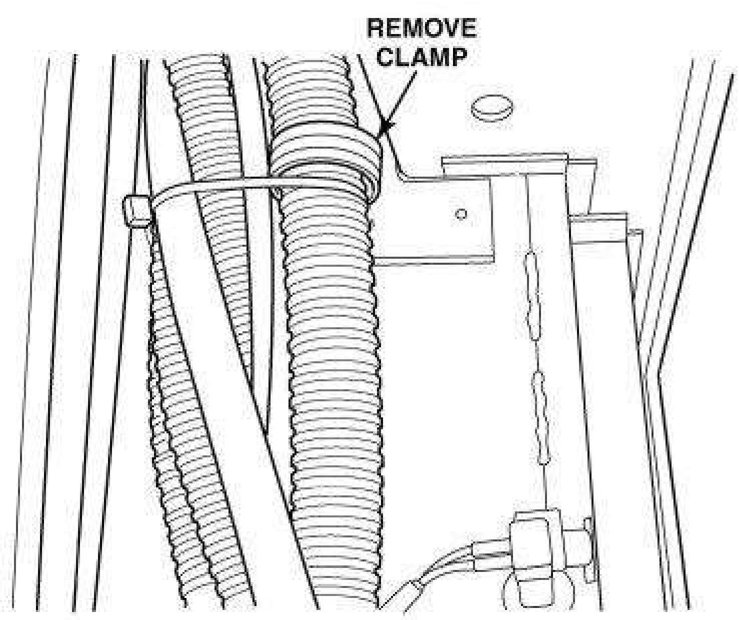


2. Remove the grille, and then tilt the cab to the service position. Install the safety prop.

Danger
When tilted to the service position, be sure the cab is supported by the safety prop. The cab could lower unexpectedly, resulting in serious personal injury.

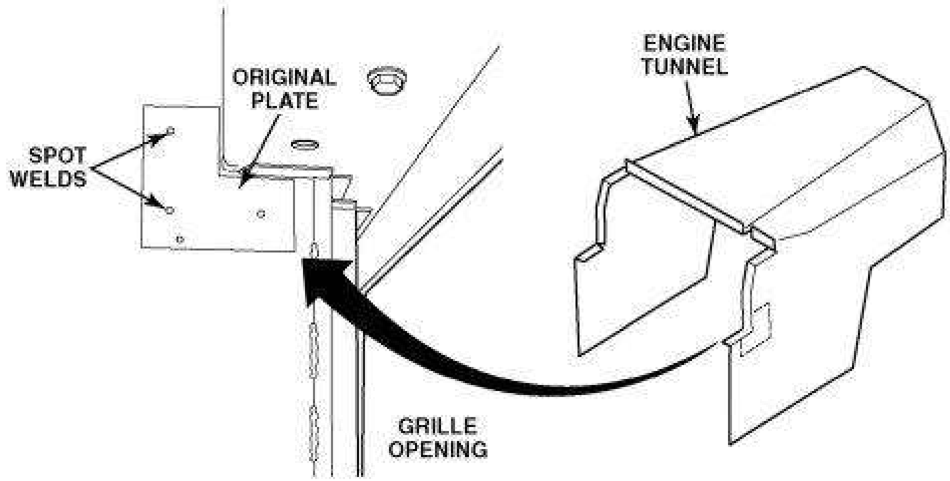
3. Remove the clamps that secure the wire harnesses and air lines to the tunnel.

Remove Harness and Air Line Clamp



4. Locate and drill the spot welds that secure the “L”-shaped plate to the engine tunnel. Separate and remove the plate from the tunnel.

Locate and Drill Spot Welds in Plate

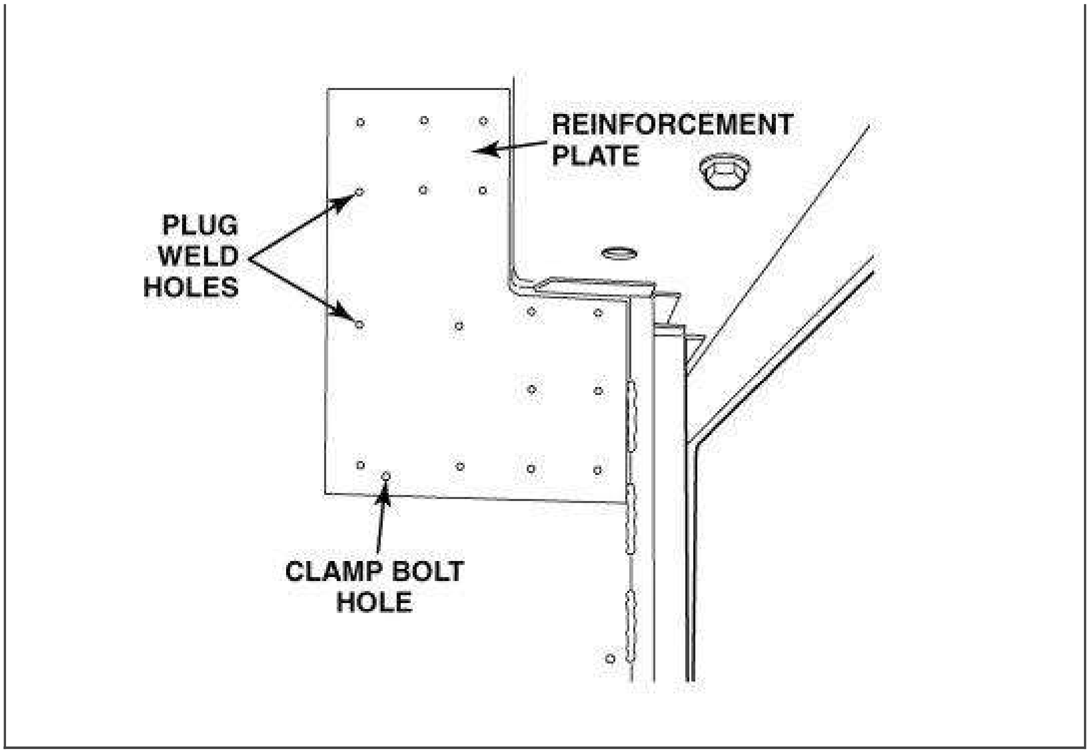


5. Position the reinforcement plate (part number 4999-5A3136REP) in its assembly location on the tunnel, and then mark the tunnel to locate the holes in the reinforcement plate.
6. Remove the plate, and then grind off the paint to bare metal at each of the marked locations on the tunnel.
7. Drill a 1/4 hole at the end of each crack to prevent the crack(s) from progressing.
8. On the inside of the cab, prepare the crack(s) for welding by grinding off the paint to bare metal.
9. MIG weld the crack(s) on the inside of the cab.

Warning
Welding must be performed in accordance with all OSHA recommended welding practices. The cab and the reinforcement plate are made from galvanized metal. A suitable respirator is required when welding galvanized metal.

10. Position the reinforcement plate against the side of the engine tunnel, and then install a bolt into the harness clamp mounting bolt hole and tighten to hold the plate in place. The plate can also be held in place by tack welding to the tunnel.
11. Plug weld the 16 holes in the reinforcement plate with MIG weld to secure the plate to the tunnel.

Reinforcement Plate Installation



12. Paint the repaired area.
13. Using the existing clamp and bolt, secure the wire harnesses and air lines to the side of the tunnel.
14. Reinstall the grille.
15. On the inside of the cab, reattach the interior trim to the engine tunnel using a spray adhesive such as 3M™ Super Trim Adhesive No. 08090 or equivalent.

    Note: If it was necessary to remove portions of the engine tunnel insulation, the removed pieces should be replaced with new sections (part Nos. 9RU4154 for the upper and 9RU3104 for the lower).

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	611 1H 7M 80 – 2.3 hrs.– Time allowed to repair engine tunnel cracks and install reinforcement plate on MR model chassis. 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.