

Diesel Particulate Filter (DPF) Temperature Sensors

M-258-010

(June 2008)

Valid for

All CXU, CHU, GU models built before August 2007

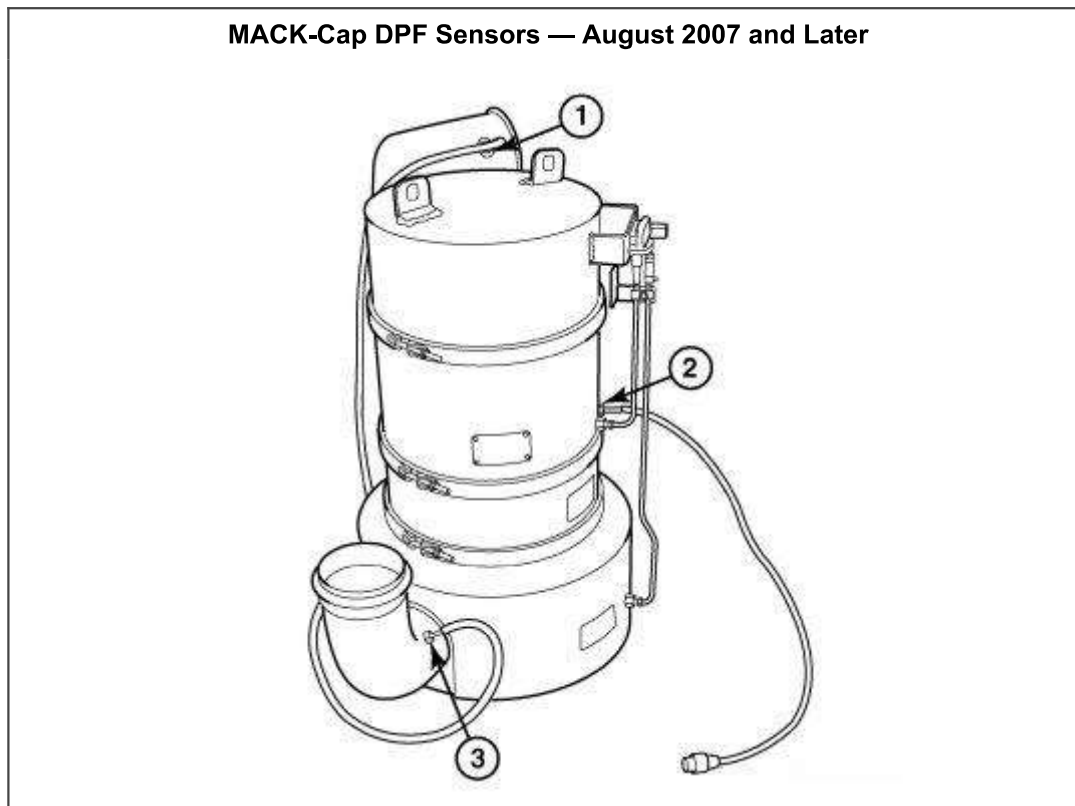
Case description

Early production catalyzed Diesel Particulate Filter (DPF) systems utilized a straight connector at the engine exhaust (inlet) temperature sensor location. This includes both the Vertical Back of Cab (VBOC) and the MACK-Cap (compact) units. On certain chassis equipped with the MACK-Cap DPF, however, the inlet temperature sensor may contact the sill plate on the cab, resulting in damage to the sensor. To eliminate this condition, the inlet temperature sensor was changed to include a 90 degree bend at the receptacle. In addition to the inlet temperature sensor change, the after-catalyst temperature sensor and the DPF harness were also changed to color code and key the sensor connectors differently so that incorrect assembly is prevented. These changes were implemented into production mid-August 2007.

Note: Not applicable to Mack Trucks Australia.

MACK-Cap DPF

If a damaged DPF inlet temperature sensor due to contact with the cap sill plate is encountered on a chassis equipped with a MACK-Cap DPF, the existing engine exhaust (inlet) temperature (T1) sensor must be replaced, along with upgrading the filter inlet (after-catalyst) temperature (T2) sensor and the DPF harness to the most current arrangement. Part numbers are as follows:



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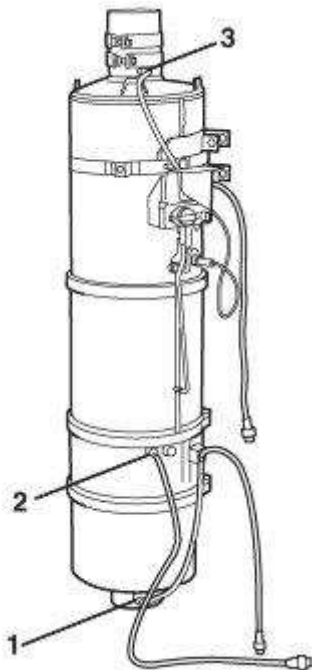
Key	Part number	Description	Replaces
1	21022199	Engine Exhaust (Inlet) Temperature Sensor (T1), Gray Connector with 90 degree Bend	20451990
2	21022201	Filter Inlet (After-Catalyst) Temperature Sensor (T2), Green Connector, straight	20451990
3	20889280	Filter Outlet Temperature Sensor (T3), Black Connector (replacement of this sensor is NOT necessary when upgrading the original T1 and T2 sensors to the most current arrangement)	20451990
*	21067583	Wire Harness, with color-coded sensor connectors	20891125

* Not shown in illustration above.

Vertical Back of Cab DPF Units

To maintain standardization and prevent incorrect assembly of the temperature sensor connectors on Vertical Back of Cab DPF units, the same changes were made to the engine exhaust (inlet) (T1) and filter inlet (after-catalyst) temperature (T2) sensors, as well as to the DPF harness during the same mid- August 2007 time frame. Part numbers are as follows:

VOBC DPF Sensors — August 2007 and later



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Key	Part number	Description	Replaces
1	21022201	Engine Exhaust (Inlet) Temperature Sensor (T1), Green Connector, straight	20451990
2	21022199	Filter Inlet (After-Catalyst) Temperature Sensor (T2), Gray Connector with 90 degree bend	20451990
3	20889280	Filter Outlet Temperature Sensor (T3), Black Connector	20451990
*	21055570	Wire Harness, with color-coded sensor connectors	20891130

* Not shown in illustration above.

Note: Upgrading the sensors and DPF harness to the most current arrangement is NOT necessary should replacement of any of the sensors be required on units manufactured prior to August 2007.

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.