

# Inlet Elbow Cracks - Vertical Back-of-Cab Diesel Particulate Filter (DPF)

M-252-003

(May 2008)

## Valid for

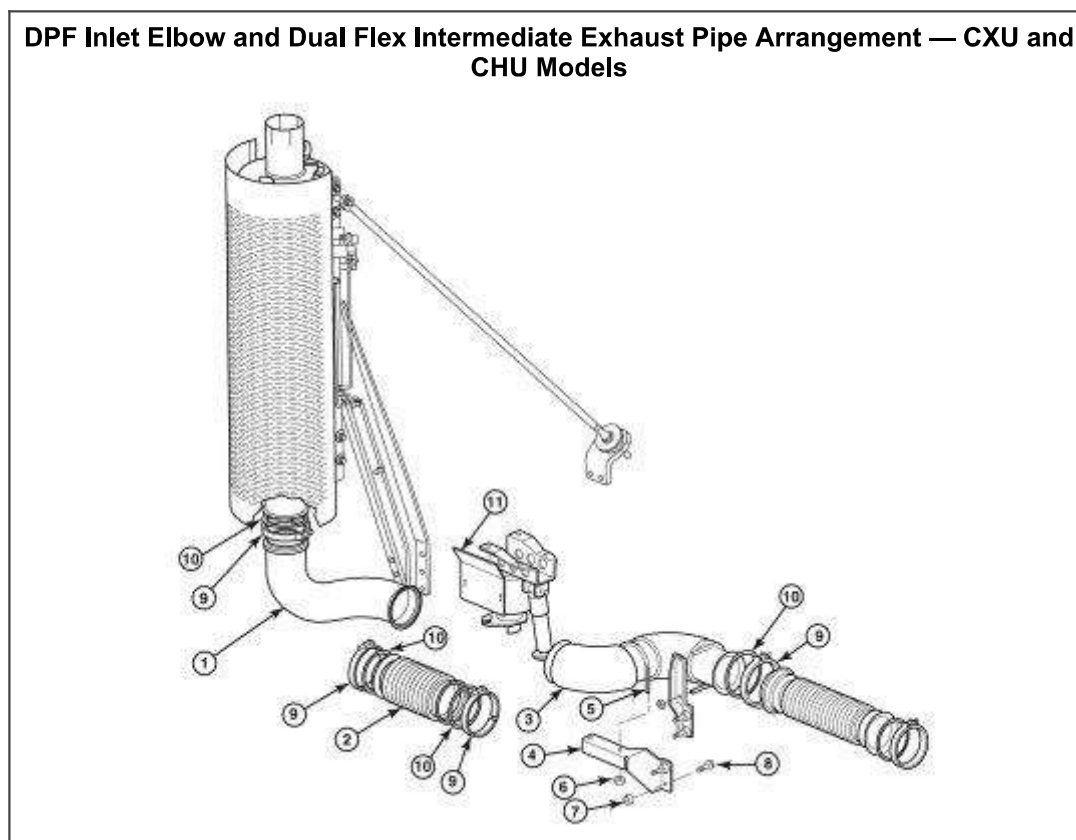
All Mack CXU, CHU models built before October 2007.

## Case description

Effective October 15, 2007, the intermediate exhaust pipe arrangement (from the turbocharger outlet pipe to the DPF inlet elbow) on CXU and CHU model chassis was changed from a single solid pipe to a dual flex pipe arrangement. This change was made to eliminate stress on the DPF inlet elbow and improve durability in heavy-duty applications. Should a cracked DPF inlet elbow be encountered on a CXU or CHU model manufactured prior to October 15, 2007, the inlet elbow and the single solid intermediate exhaust pipe should be upgraded to the dual flex pipe arrangement.

*Note: Not applicable to Mack Trucks Australia.*

## Parts



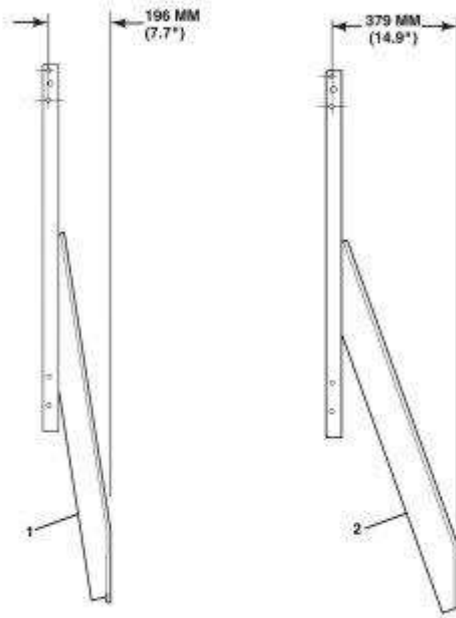
Key	Qty.	Part No.	Description
1	1	21131414	Inlet elbow, outboard-mounted

			exhaust, standard finish
	1	4ME5374M2	Inlet elbow, outboard-mounted exhaust, bright finish
	1	21131420	Inlet elbow, inboard-mounted, standard finish
	1	4ME5375M2	Inlet elbow, inboard-mounted, bright finish
2	1	4ME5346M	Flex pipe, outboard- or inboard-mounted exhaust
3	1	4ME5379M	Intermediate pipe, outboard- or inboard-mounted exhaust
4	1	21144215	Bracket, intermediate pipe mounting
5	1	8071857	U-bolt
6	2	969316	Nuts
7	2	3187719	Collar, Huck-Spin® frame fastener
8	2	3187721	Pin, Huck-Spin® frame fastener
9	4	21021850	Clamps, exhaust
10	4	21095726	Gaskets, exhaust pipe flange
11	1	13ME591M	Heat shield

*Note: The part number for the replacement DPF inlet elbow depends upon the exhaust system mounting arrangement (inboard- or outboard-mounted) and finish (standard or bright). The difference between the two mounting arrangements is the tilt of the stanchion bracket. Refer to the following illustration for the difference between the inboard or outboard stanchions.*

**Inboard and Outboard Stanchions**





1. Inboard Stanchion

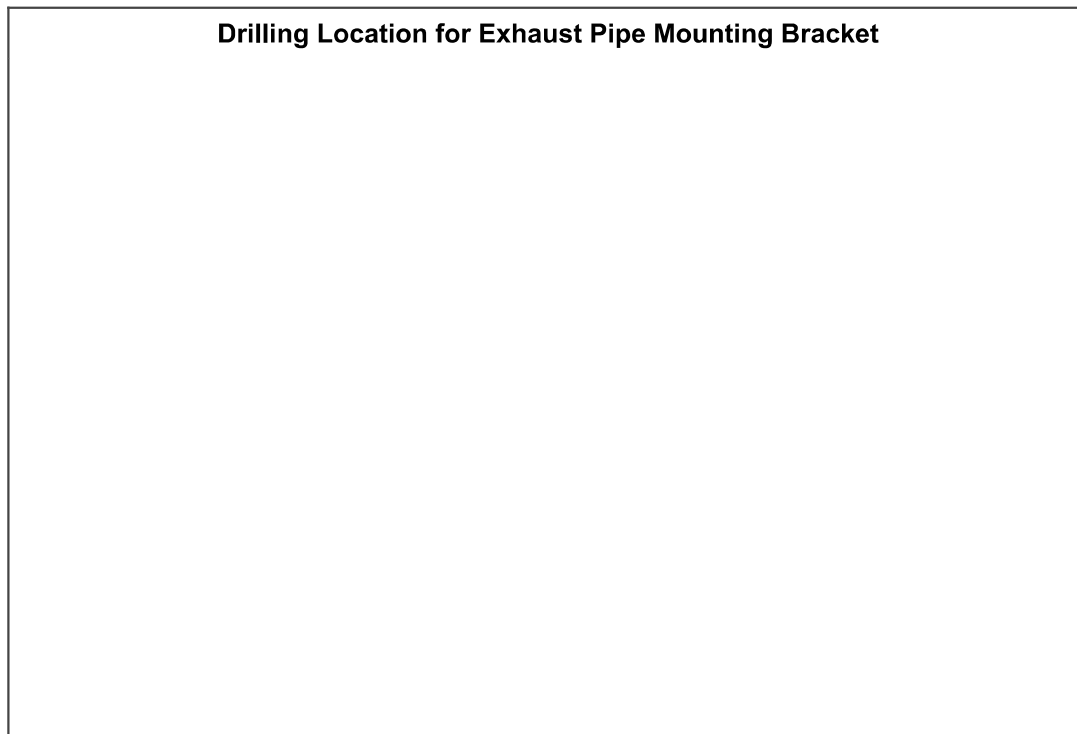
2. Outboard Stanchion

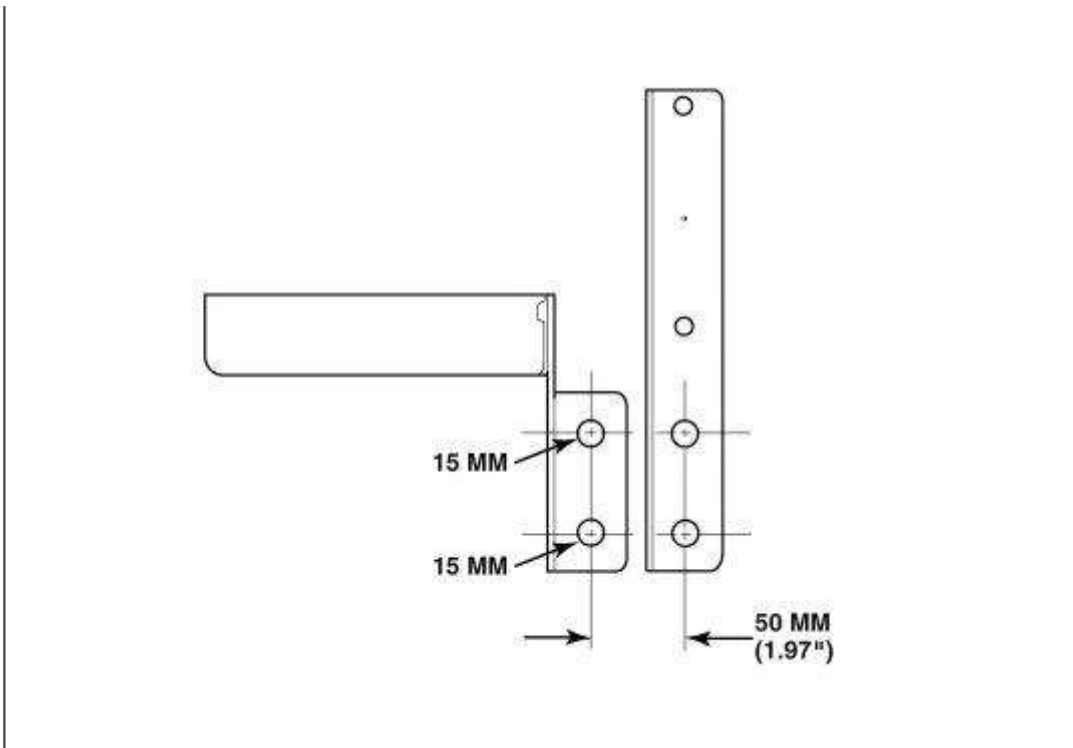
## Repair

Changing to the dual flex exhaust pipe arrangement requires an additional support bracket (part No. 21144215, item 4 in figure 1). Installation of this bracket requires that two 15 mm diameter holes be drilled in the frame rail. Position the new bracket to the rear of the existing bracket with the vertical centerline of the mounting holes located 50 mm (1.97") from the vertical centerline of the holes in the existing bracket, and the horizontal centerlines on the same plane. Mark and drill the two 15 mm diameter holes in the frame rail, and use two 14 mm Huck-Spin® pins (part No. 3187721) and two collars (part No. 3187719) to secure the bracket to the frame rail.

*Note: Installation of the intermediate exhaust pipe mounting bracket involves removal and reinstallation of the fuel tank. The mounting bracket must be mounted with the leg on which the exhaust pipe is mounted parallel to the frame rail.*

### Drilling Location for Exhaust Pipe Mounting Bracket





Tighten the exhaust pipe clamps to 6.8 N•m (60 lb-in).

Secure the heat shield (item 11 in figure 1) to the cab air bag mounting bracket using the same fastener that secures the air bag base plate.

## Warranty Information

### Reimbursement

**This Repair may be eligible for reimbursement if a product failure was experienced within the time and mileage limits of the applicable warranty coverage. Reimbursement is obtained via normal claim handling process..**

<b>Claim Type (used only when uploading from the Dealer Bus. Sys.)</b>	01
<b>Labor Code</b>	
Primary Labor Code	234 4G 00 80 — 2.1 hrs., Time allowed to install dual flex intermediate pipe arrangement on CXU and CHU model chassis. Includes time to remove and reinstall fuel tank to allow for installation of exhaust pipe mounting bracket. Does not include "take-charge" time.
Additional Labor code	234 4H 00 80 — 1.3 hrs., Additional time to remove and reinstall chassis fairings for access as required.
<b>Causal Part</b>	Applicable removed intermediate pipe

## 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.