

Main Cab Harness Pass-Through

M-375-002

(October 2008)

Valid for

All MRU models build before May 2008.

Case description

On certain MRU model chassis manufactured prior to May 30, 2008, the possibility exists for the main cab harness to rub against the charge air cooler in the left-hand corner of the cab. To eliminate this condition and prevent harness damage, a metal plate (part number 82266743) and rubber gasket (part number 82267132) are available through the MACK Parts System to replace the existing plastic engine tunnel pass-through assembly. Replacement of the plastic pass-through assembly with the plate and gasket allows the harness to be routed in the center of the cab and along the front cab sill, to provide sufficient clearance with the charge air cooler. If contact between the main cab harness and the charge air cooler are encountered, the main cab harness should be rerouted as outlined below.

Note: A 203.2 mm (8") length of protective conduit (part number 796AX17F) will be required for this repair.

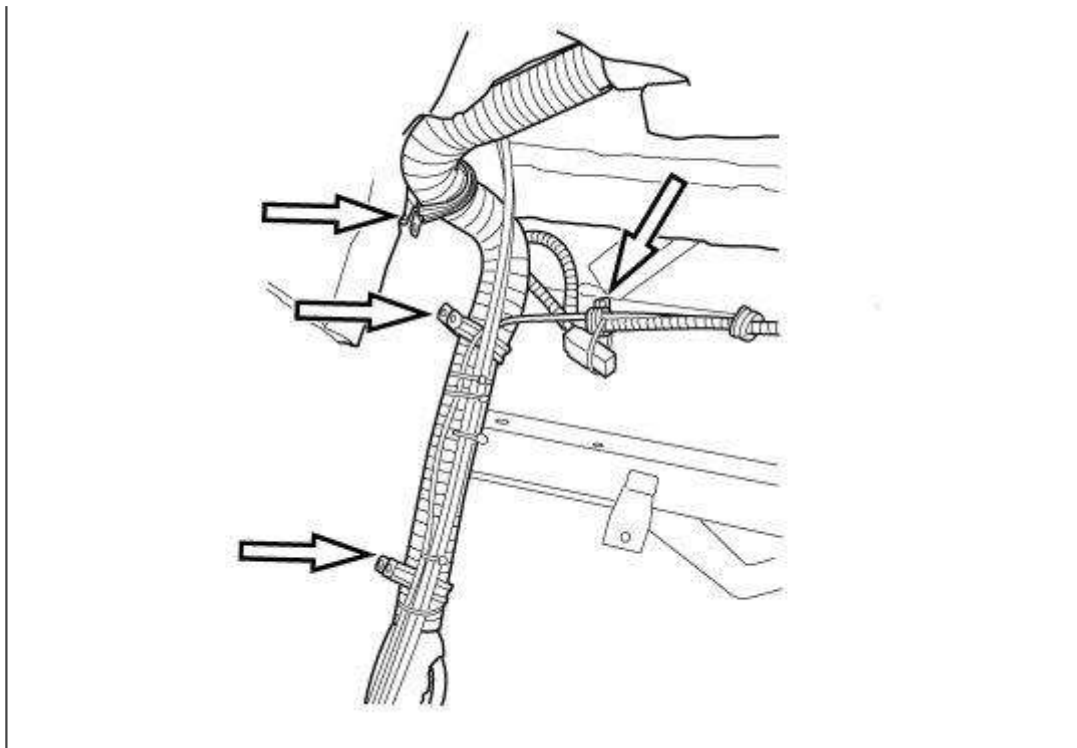
Note: Damaged harness wires must be repaired by cutting the damaged sections of wire from the harness and splicing new lengths of wire in place. Butt-type metal barrel connectors and proper crimping tools must be used. DO NOT use solderless crimp-type splice connectors. Spliced connections must be adequately sealed and insulated using adhesive-lined heatshrink tubing. DO NOT use electrical tape to seal and insulate spliced connections. For detailed information on wire splicing techniques, refer to the MACK Up fitter's Guide, 1-011.

Note: Does not apply to Mack Trucks Australia.

Procedure

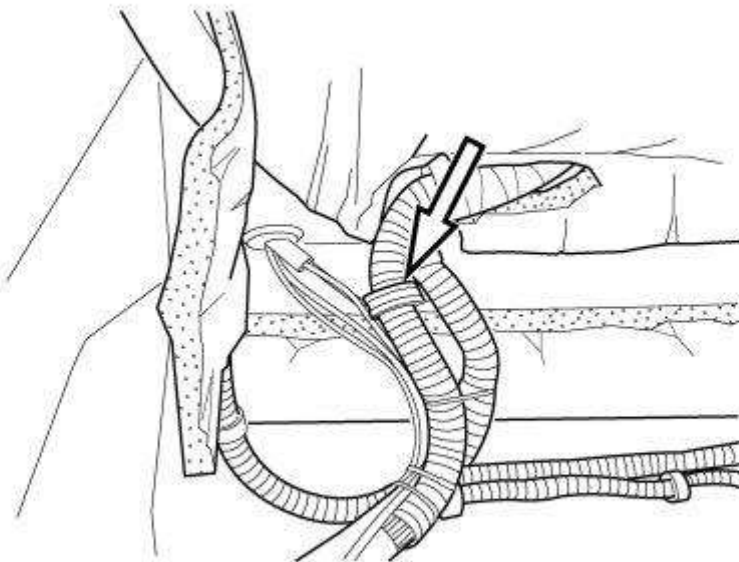
1. Disconnect the batteries by disconnecting the negative battery cable(s) first, and then the positive cable(s).
2. Tilt the cab to the full service position.
3. Remove the three P-clamps that secure the main cab harness to the cab side-wall, and also remove the one P-clamp in the corner of the cab, closest to the main cab harness that secures the branch harness to the cab front sill.
4. Cut tie wraps that secure the air line(s) to the main cab harness.

Remove P-Clamps and Cut Tie Wraps



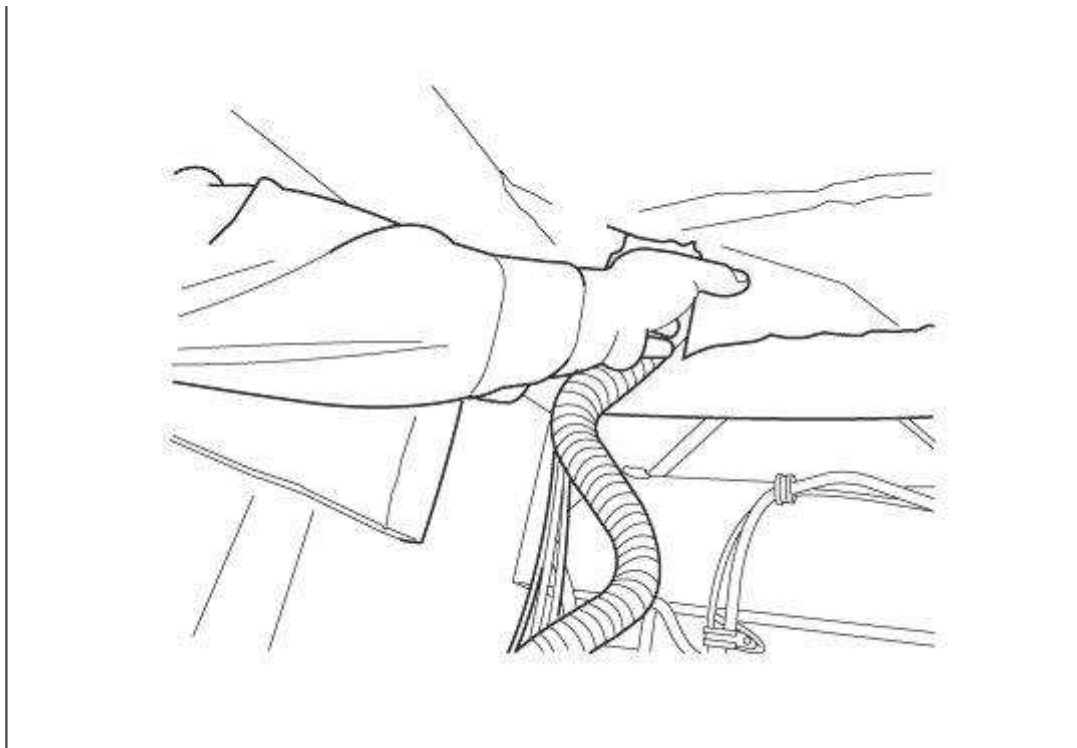
Note: On certain chassis, the main cab harness may be split into two separate harness bundles and secured to the front of the cab with a single P-clamp. If this is the case, remove only the single P-clamp that secures the harness to the cab.

Remove P-Clamp from Split Harness



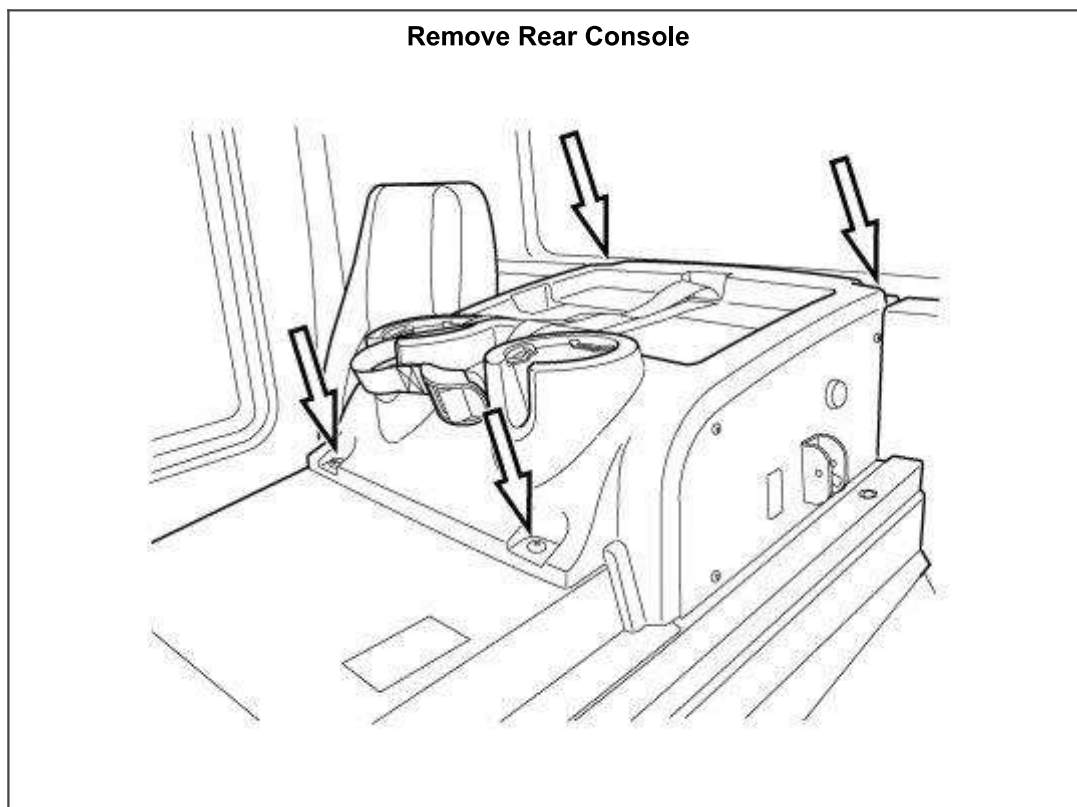
5. Peel the engine tunnel insulation away from the harness to expose the plastic engine tunnel pass-through assembly.

Peel Engine Tunnel Insulation away from Harness



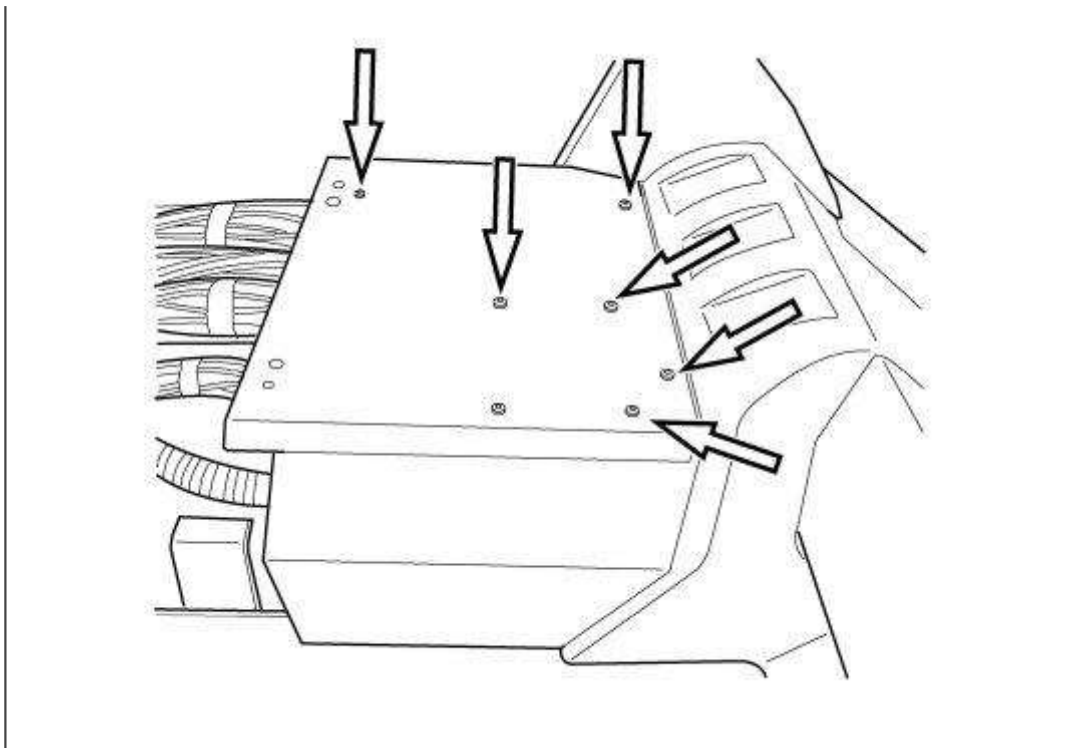
6. Lower the cab.

7. Remove the rear console from the engine tunnel.

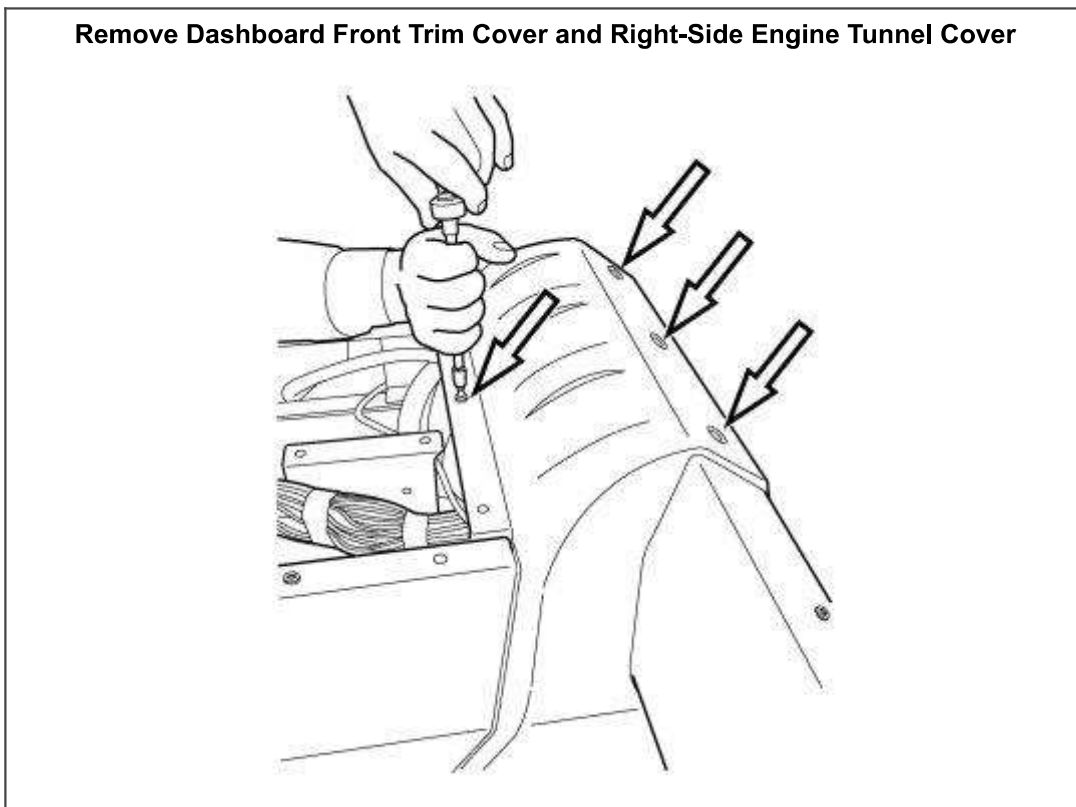


8. Remove the electrical equipment access cover from the engine tunnel.

Remove Electrical Equipment Access Cover from Engine Tunnel

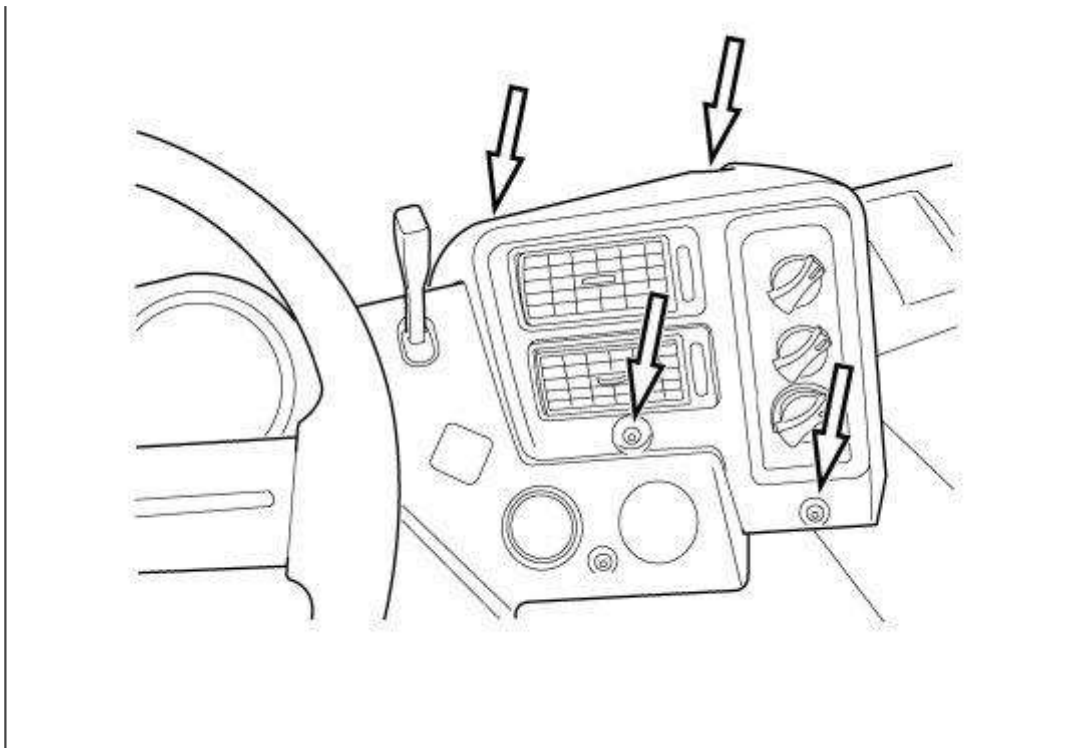


9. Remove the dashboard front trim cover and the right-hand side cover from the engine tunnel.

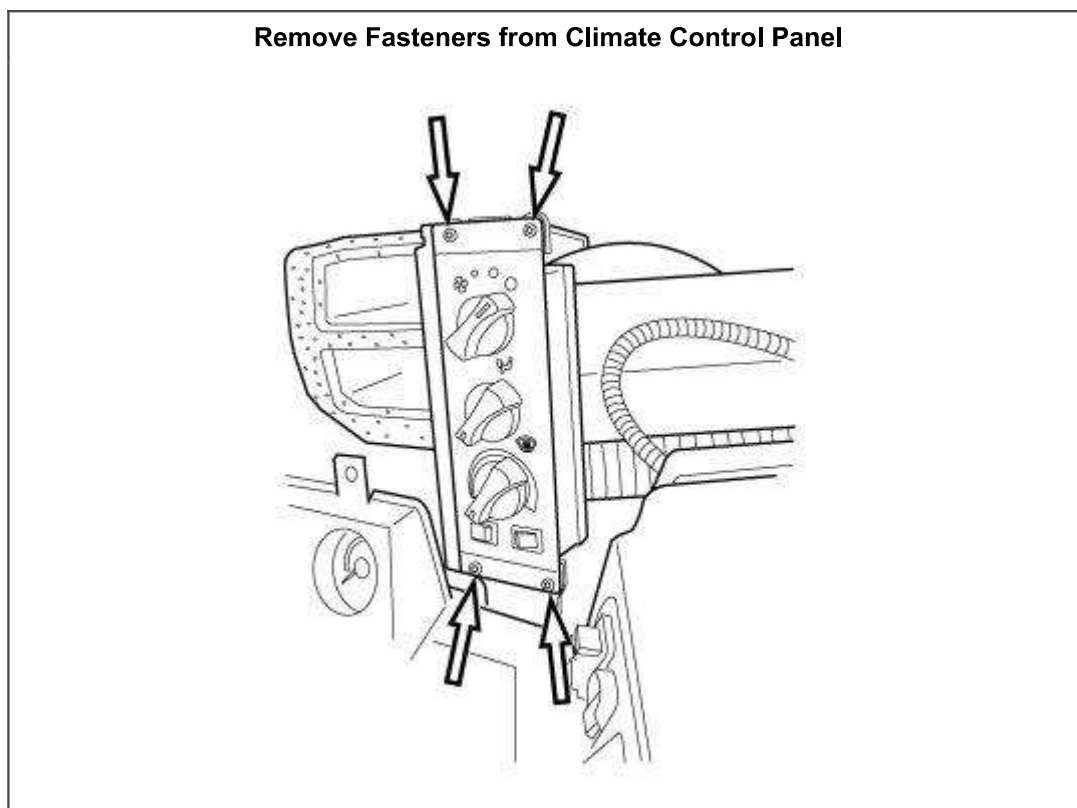


10. Remove the trim cover from the climate control panel.

Remove Trim Cover from Climate Control Panel

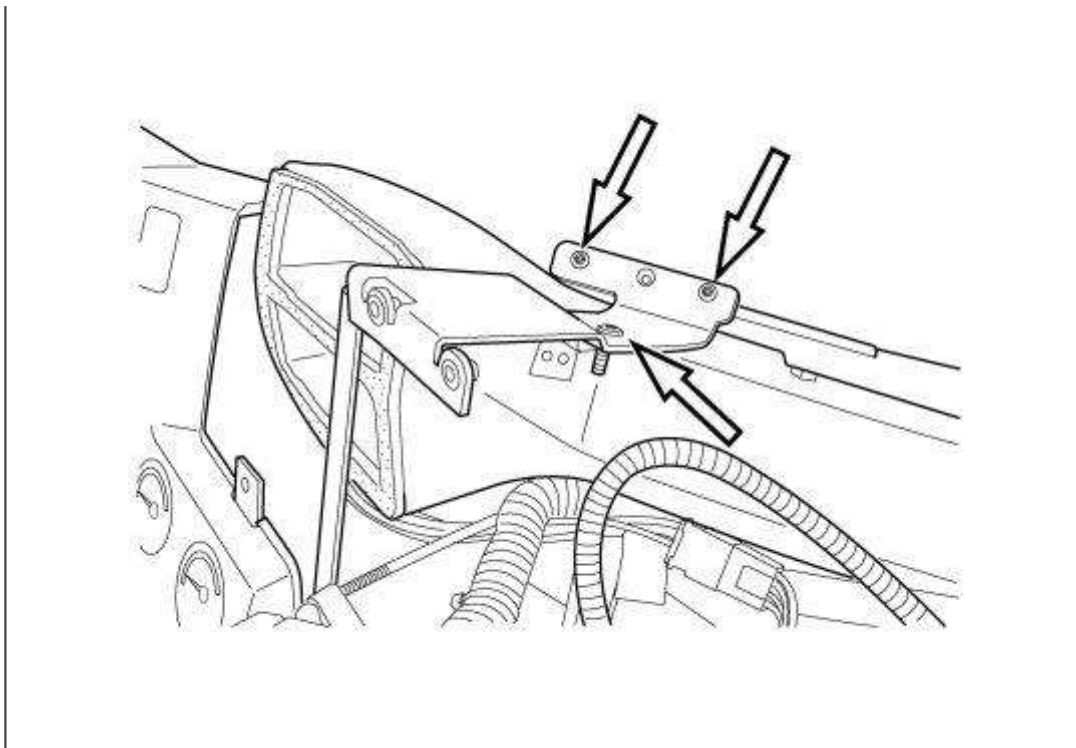


11. Remove the four fasteners that secure the climate control panel to the dashboard mounting brackets, and then pull the panel out of the way.

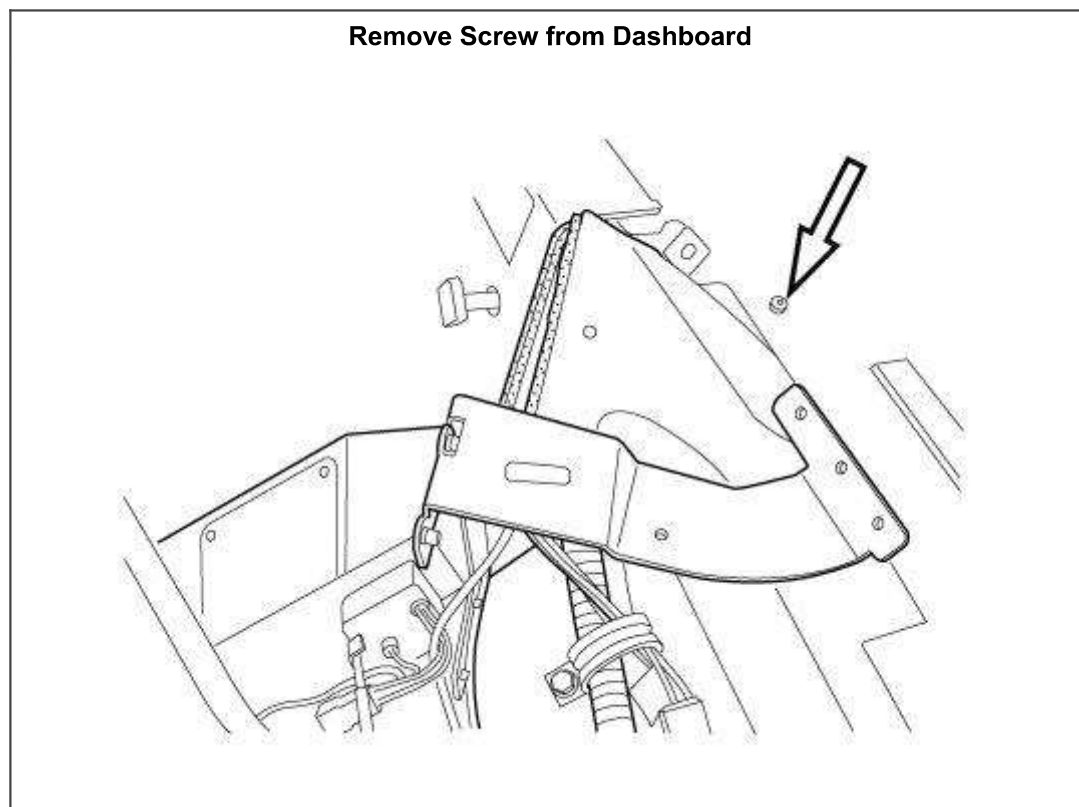


12. Remove the one fastener that secures the heater air duct to the climate control panel mounting bracket, and then remove the two screws that secure the mounting bracket to the front of the dashboard.

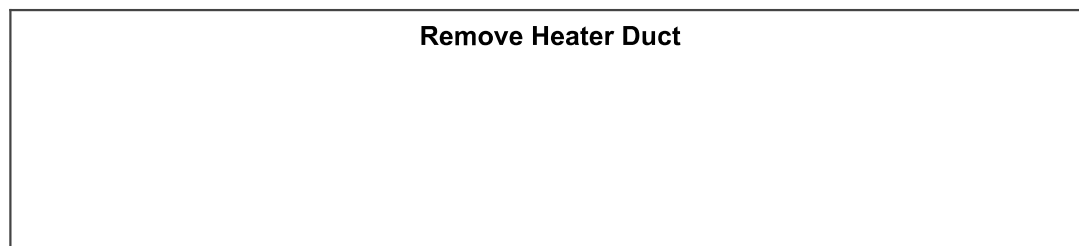
Remove Screws from Climate Control Mounting Bracket

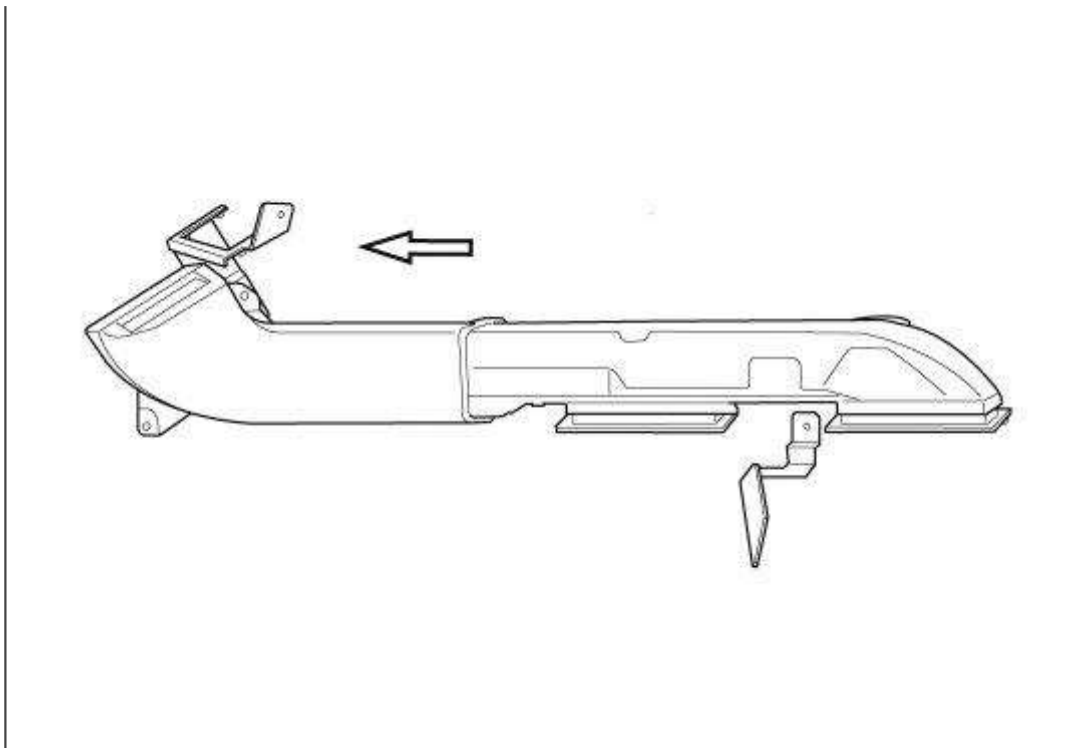


13. Remove the one screw that secures the heater air duct to the dashboard.

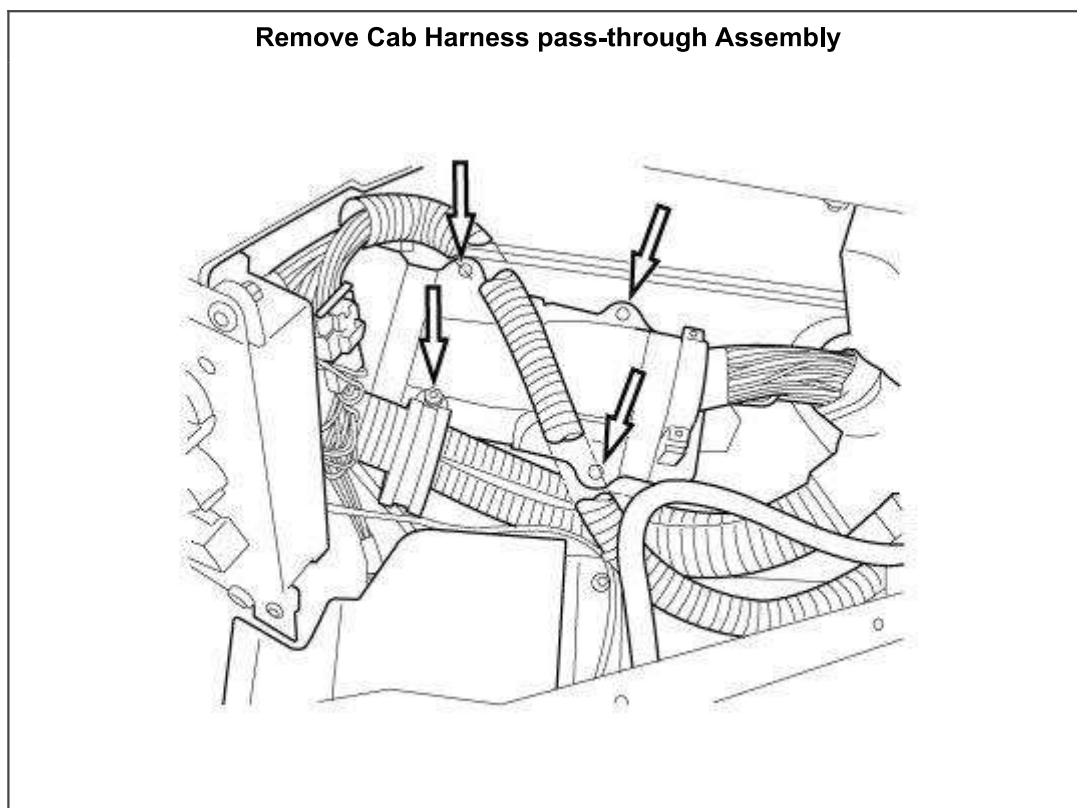


14. Slide the air duct slightly toward the left to disengage, and then remove the heater duct from the dashboard area.

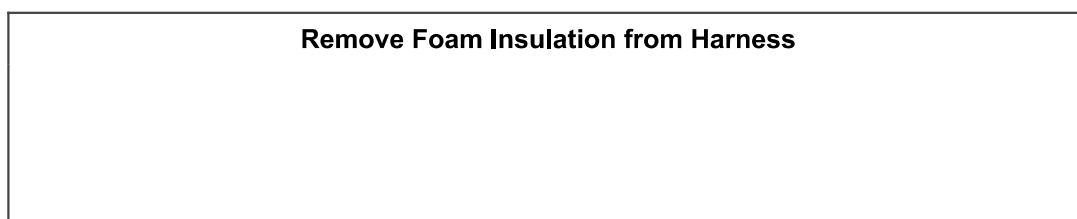


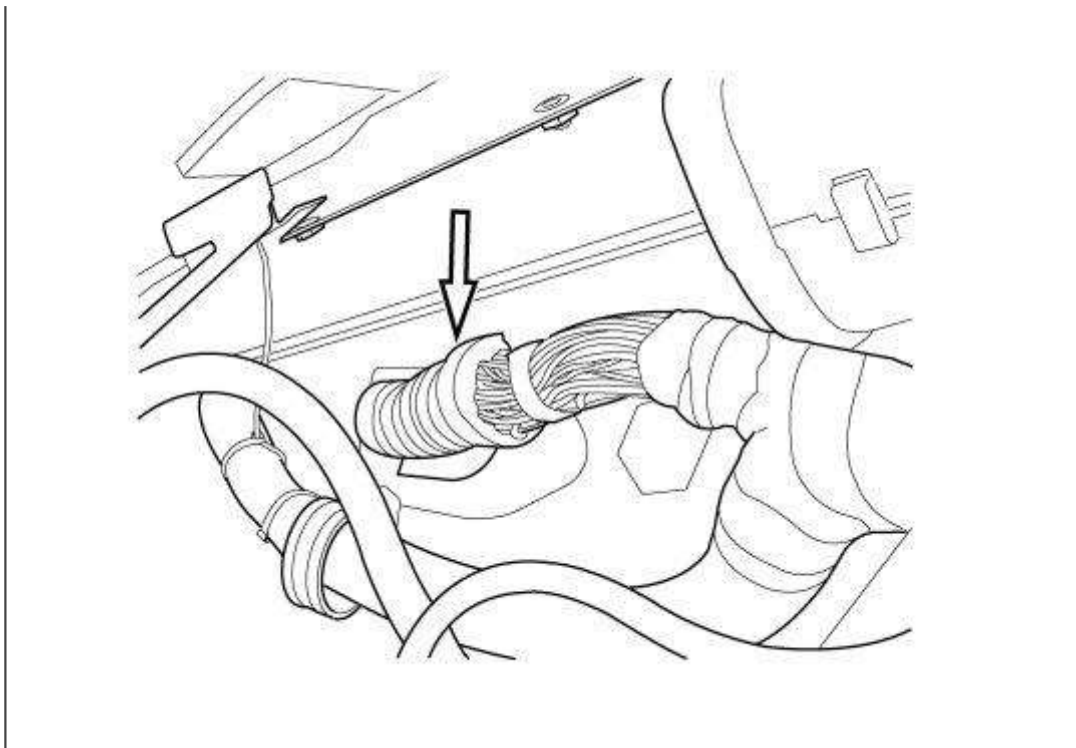


15. Remove the harness pass-through assembly by removing the four screws securing the assembly to the cab, cutting the tie wraps and tape, and then separating the two halves of the assembly. Discard the assembly.

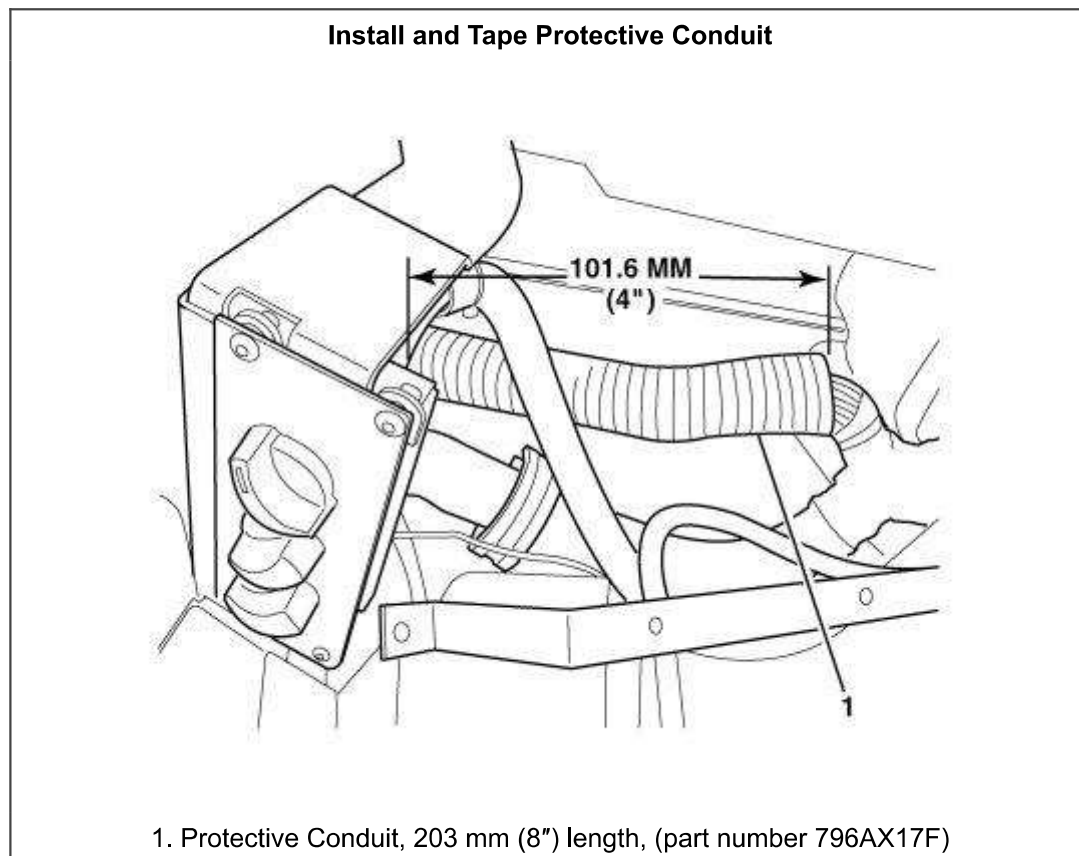


16. Remove the foam insulation from the harness in the area of the pass-through opening.

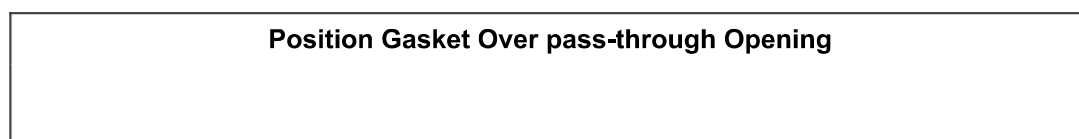


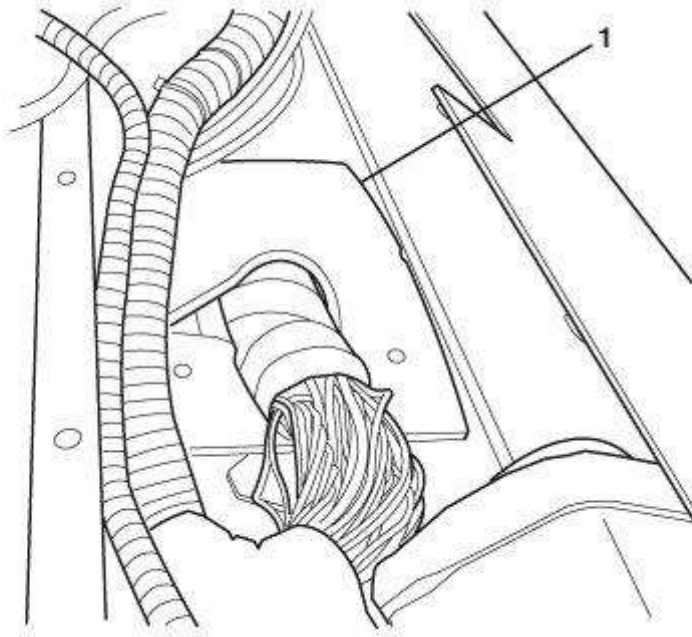


17. Slide a 203 mm (8") length of protective conduit (part number 796AX17F) around the harness. The conduit should be positioned on the harness with approximately 101.6 mm (4") of length inside the cab and 101.6 mm (4") below the cab, inside the engine area. Wrap the protective tubing with electrical tape.



18. Position the rubber gasket (part number 82267132) over the pass-through opening.

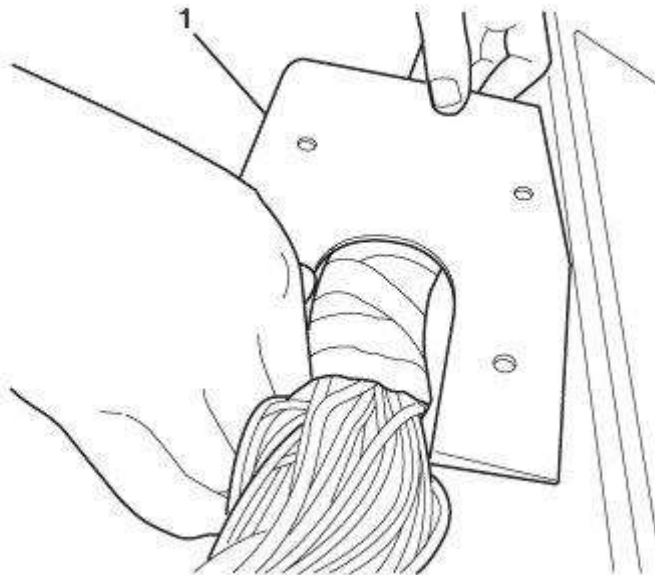




1. Rubber Gasket (part number 82267132)

19. Install the pass-through cover plate (part number 82266743) over the rubber gasket. Apply Loctite® 220™ to the threads of the mounting screws (use the same screws removed from the original pass-through assembly), and then secure the plate and gasket to the cab.

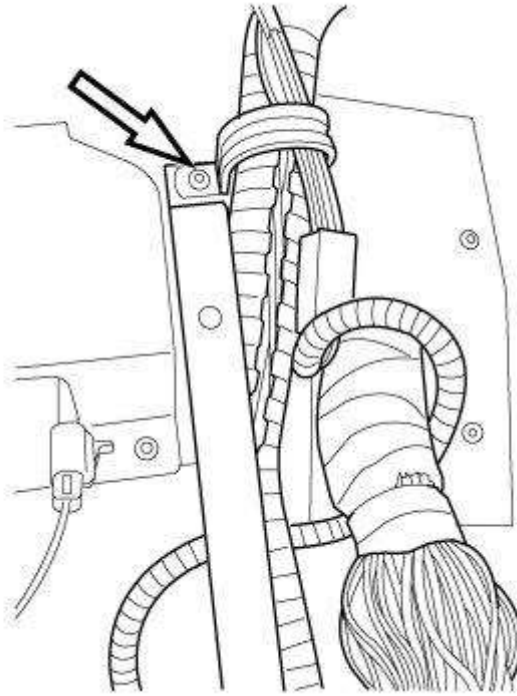
Install Pass-Through Cover Plate



1. Pass-through Cover Plate (part number 82266743)

Note: The harness P-clamp originally secured to the left-hand rear side of the pass-through assembly can be relocated and secured to the cab using the same screw that secures the electrical equipment panel mounting bracket to the cab (refer to the following illustration).

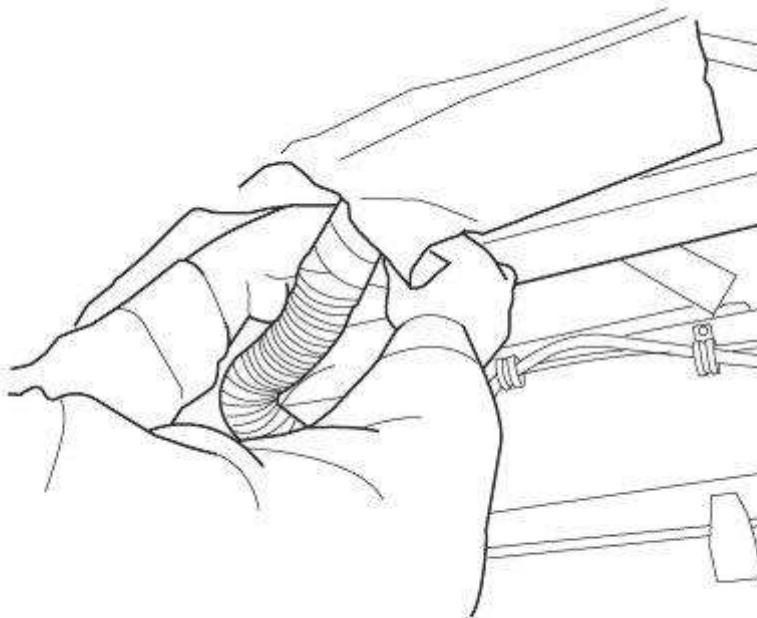
Secure Harness P-Clamp to Electrical Equipment Panel Mounting Bracket



20. Tilt the cab to the full service position.

21. Wrap the remaining length of protective conduit below the pass-through opening with electrical tape.

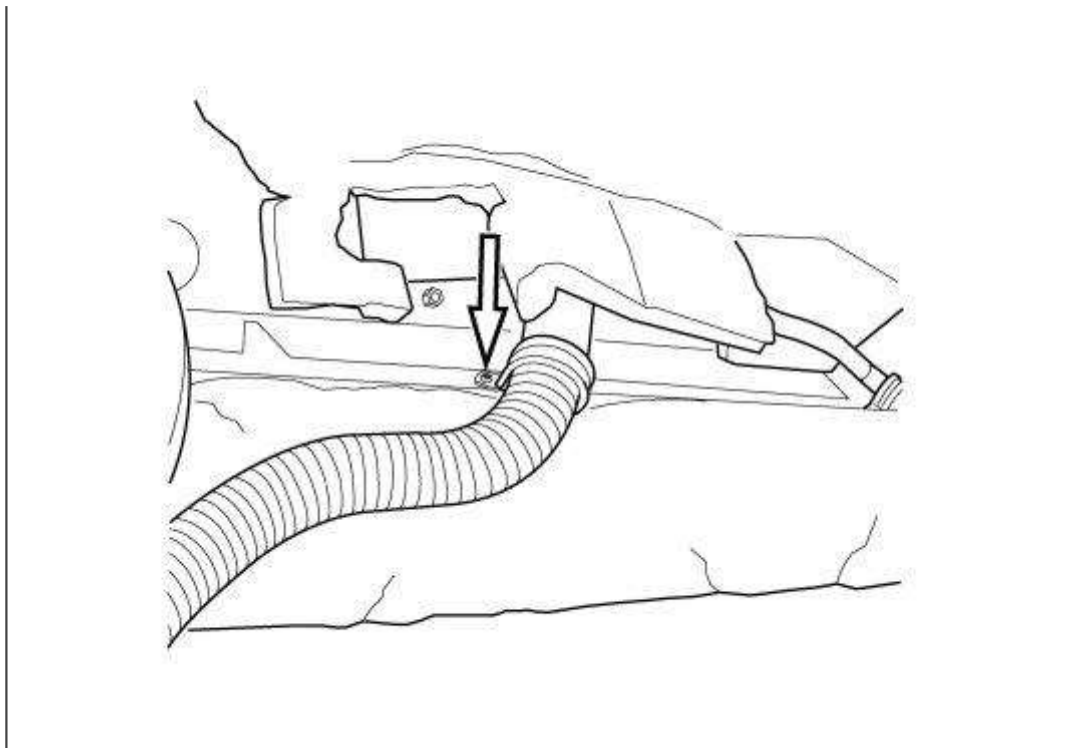
Wrap Length of Conduit with Electrical Tape



22. Route the harness from the engine tunnel pass-through opening, straight down the front cab sill. Position a P-clamp on the lower edge of the sill, and then mark and drill a pilot hole to secure the clamp to the sill.

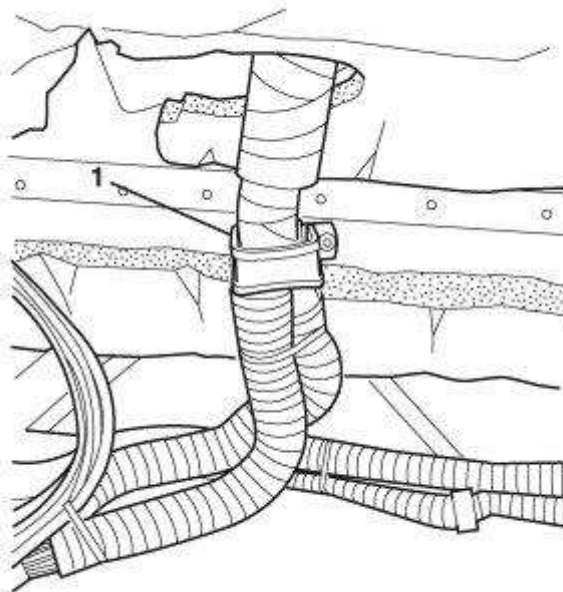
23. Using the existing P-clamp and screw, secure the harness to the front cab sill.

Secure Harness to Cab Front Sill



Note: If the main cab harness is a split harness, replace the existing Pclamp with a larger clamp (part number 83AX865). Route the harness straight down from the pass-through opening, and then secure the harness to the cab front sill as shown in the following illustration.

Securing Split Harness to Cab Front Sill



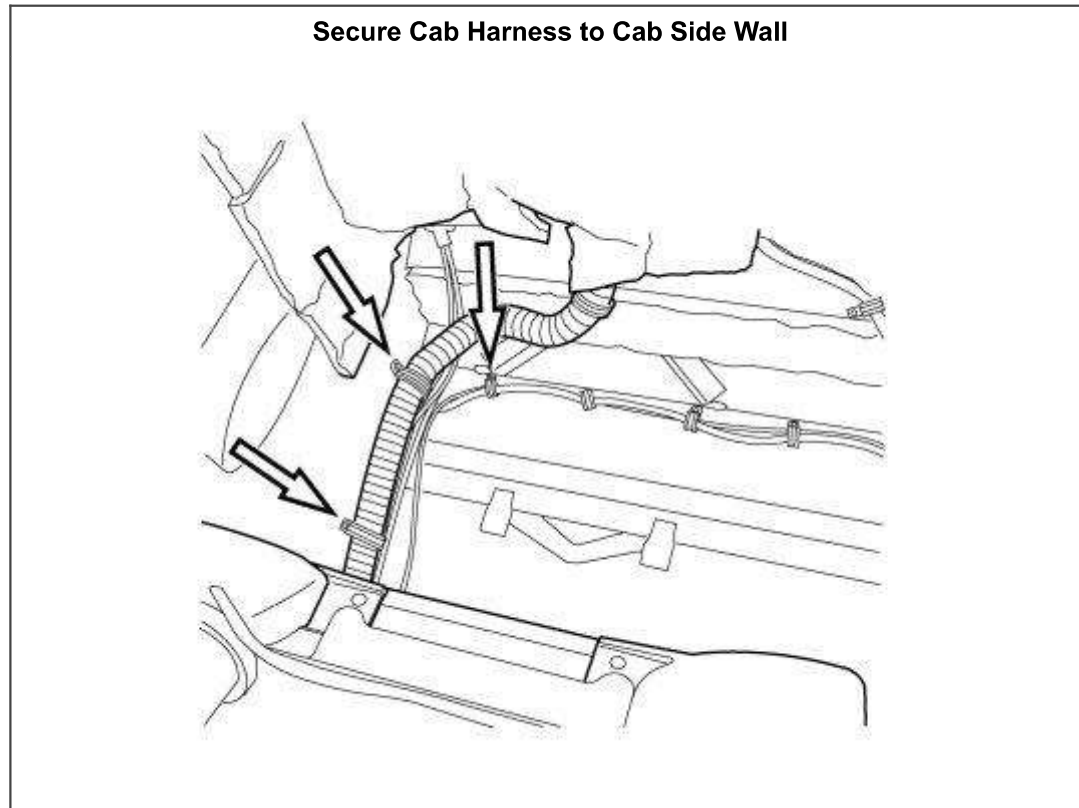
1. P-Clamp (part number 83AX865)

24. Route the harness under the cab sill, toward the front of the vehicle, and then to the left-side cab wall.

Note: If the harness is a split-harness, the existing routing from the cab pass-through toward the side of the cab is acceptable, and rerouting and re-clamping is not necessary.

25. Using the existing two P-clamps and screws, secure the harness to the cab side wall. Use tie wraps to secure the air line(s) to the cab harness.

Note: If necessary, the main cab harness may be disconnected at the 102-way connector located inside the right-hand frame rail to provide additional slack in the harness for optimum routing and clamping.



26. Reinstall the P-clamp to secure the branch harness to the cab sill.
27. Completely lower the cab, and then reinstall the heater duct, climate control panel, dashboard trim panels, engine tunnel side cover, electrical equipment access cover and the rear console.
28. Reconnect the batteries by connecting the positive battery cable(s) first, and then the negative cable(s).

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.	
Claim Type (used only when uploading from the Dealer Bus. Sys.)	01
Labor Code	
Primary Labor Code	724 6C 00 80 — 1.7 hrs., time allowed to modify main cab harness pass-through on MRU model chassis. Does not include “take-charge” time.
Causal Part	Not Applicable

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.