



# Safety Recall Trucks

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02.14	<b>SC0374</b>		1(5)

Automatic Over-Speed Protection  
Shutdown System  
CHU, CXU, GU

## **SAFETY RECALL INFORMATION:**

Mack Trucks North America (Mack), has determined that a defect relating to the Automatic Over-Speed Protection Shutdown System may exist in certain Mack CHU, CXU, and GU models vehicles manufactured from May 29, 2013 to October 7, 2013.

The automatic electric over-speed protection shutdown system was incorrectly wired, which results in the system not operating as designed.

This presents a potential risk as the operator may not be able to control an unintended increase in the engine's rpms if airborne hydrocarbons (combustible vapors) enter through the air intake, which may potentially cause a catastrophic engine failure and/or engine fire.

## **VEHICLES AFFECTED:**

Certain Mack CHU, CXU and GU model vehicles manufactured from May 29, 2013 to October 7, 2013.

## **VEHICLE IDENTIFICATION NUMBERS (VIN):**

There are 47 (35 USA, 12 Canada) vehicles affected by this recall.

## Repair Procedure

### DANGER

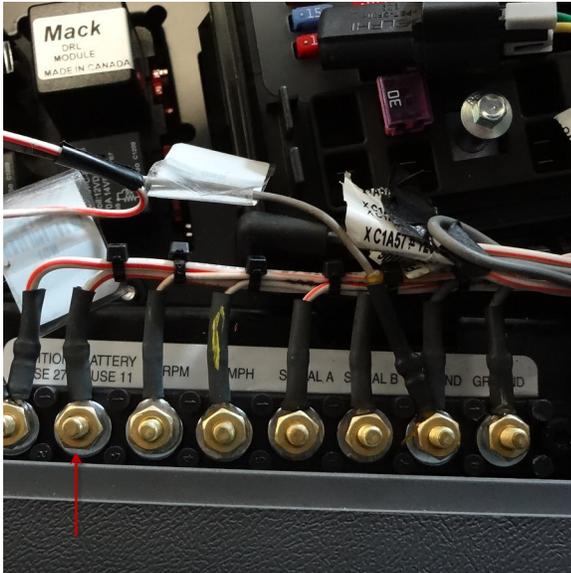
Before working on a vehicle, set the parking brake, place the transmission in neutral, and block the wheels. Failure to do so can result in unexpected vehicle movement and can cause serious personal injury or death.

1. Secure the vehicle for service by parking it on a flat level surface, applying the parking brake, chocking the rear wheels, and placing the transmission in neutral.
2. Disconnect cables from the negative (ground) battery terminals to prevent personal injury from electrical shock and prevent damage to electrical components. Next, disconnect the positive cables from the batteries.
3. Remove the fuse and relay panel on top of dash.
4. Remove the brake knobs (Park Brake, Trailer Brake and Trailer Application).
5. Remove dash panel to access the wiring harness.
6. Locate Test Switch within the dash panel.

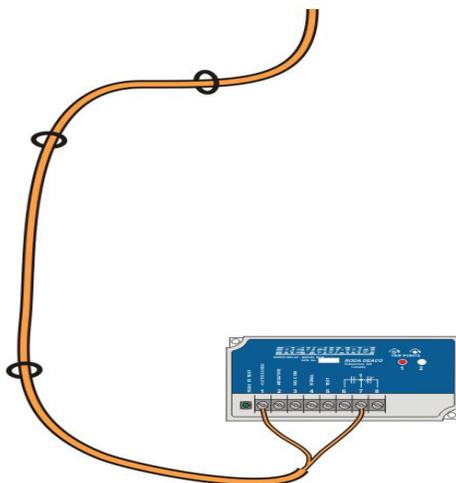


7. Remove connector from rear of switch and locate wire XC1D.
8. Cut the wire XC1D back from connector about 76mm (3 inches).  
NOTE: This is connected to pin 4 on test switch.
9. Connect the new power wire.  
NOTE: Technician to fabricate new power wire using a #10 ring terminal with heat shrink, terminates to junction block X40 power stud 2 (battery), and other end to terminate at XC1D test switch (pin 4). This 14 ga. wire is to be approx. 975 mm (38 inches) long.
  - Strip the remaining end of XC1D, connected to the test switch pin 4, to length 8mm (0.3 in.).
  - Wire(s) XC1D, (connected to test switch pin 4) and new 14 ga wire coming from power junction block X40 power stud 2 (battery) need to be spliced together. This is done by crimping the wires together with a butt splice and then sealing the connection with heat shrink.
  - The other end of wire XC1D cut in step 8, just needs to be tied back out of the way.

10. Route the wire up to the fuse block (x40) and install onto position 2 (Batt+).

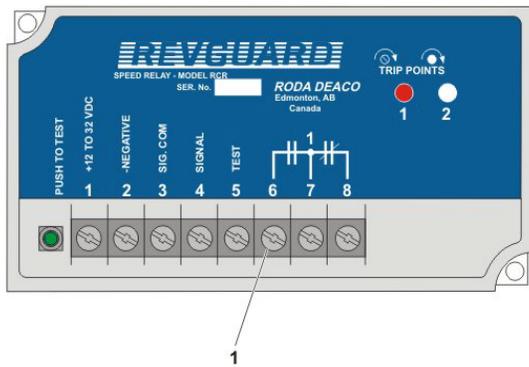


11. Secure new wire with cable ties as needed.
12. Install dash panel and secure.  
NOTE: HVAC vent will need to be removed prior to reinstall of dash panel, otherwise misalignment of vent will occur.
13. Install HVAC vent.
14. Install the brake knobs (Park brake, Trailer Brake & Trailer Application).
15. Remove the dog house covering to gain access to the Automatic Over-Speed Protection Shutdown Module.  
NOTE: The under dash panels left and right of the doghouse covering will need to be removed first.



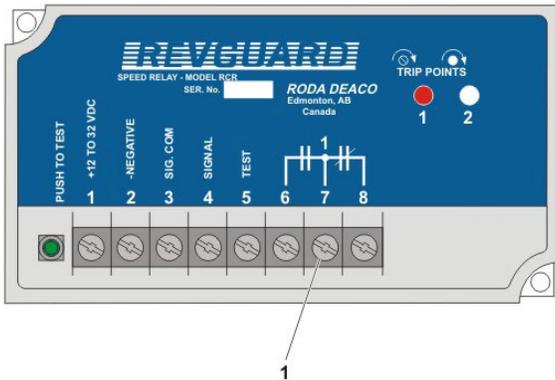
16. Move wire/ring terminal PBSW, labeled “speed switch” from position 7 to position 6 on the Revguard Automatic Over-Speed Protection Shutdown Module.

NOTE: Circuit PBSW should now be located on position 6.



17. Move wire/ring terminal F11D, labeled “speed switch” from position 8 to position 7 on the Revguard Automatic Over-Speed Protection Shutdown Module.

NOTE: Circuit F11D should now be located on position 7.



18. Reinstall dog house covering and all previously removed dash panels.
19. Reconnect all previously removed cables to the negative (ground) and positive battery terminals.
20. Test the system for proper operation of the Automatic Over-Speed Protection Shutdown System switch shutdown function.

## Reimbursement

<b>This repair is covered by an authorized Safety Recall campaign. Reimbursement is obtained through the normal claim handling process.</b>	
<b>Claim Type (used only when uploading from the Dealer Bus. Sys.)</b>	40
Vehicle repaired per instructions	2-Modified per instructions
<b>Labor Code</b>	
Primary Labor Code	2308D-01-95 - 0.7 hrs.
Time to take charge of vehicle	101AA-0A-00 - 0.3 hrs.
<b>Causal Part</b>	21690436
<b>Authorization No.</b>	SC0374

Take-charge time is not included in the labor code for this operation. Take charge may be eligible, but can only be used once per vehicle repair visit. If the vehicle is having other warranty repairs performed, take-charge should be charged to the warranty repair, otherwise take-charge can be charged to this Safety Recall campaign.

**NOTE:** Dealers are to perform Safety Recall Campaigns on all subject vehicles at no charge to the vehicle owner regardless of mileage, age of vehicle or ownership (original purchaser or subsequent purchasers). Whenever vehicles are subject to a safety recall are brought to your dealership for service, or taken into your dealership vehicle inventory, it is strongly recommended that every effort be made to perform the recall correction before the vehicle is sold or released to the owner.