SAFETY RECALL

Mack Trucks Inc.
Greensboro, NC USA

Note: Also applies to Mack Trucks Australia.

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4.16	**SC0399**	1(4)

CRD 151 Carrier Yoke Nut Inspection

SAFETY RECALL INFORMATION

Mack Trucks Inc. has determined the cap nut that retains the interaxle driveshaft yoke to the rear axle input shaft may be subject to premature loosening on certain CHU, CMH, CMM, CXU, GU, LEU, LR, MRU and TD model vehicles. The potential risk is that if the nut comes off, the yoke can separate from the axle input shaft and cause the driveshaft to disconnect. If this occurs, a disconnected driveshaft can disable the vehicle and result in debris in the roadway, which increases the risk of a vehicle crash.

To address these concerns, Mack has developed an inspection procedure that will help identify suspect components and prevent the possibility of future damage. Follow the procedure outlined in this document. Contact your local Mack Trucks dealer to schedule the inspection.

VEHICLES AFFECTED

Certain 2012 through 2015 model Mack vehicles manufactured from September 1, 2011 through April 30, 2014 equipped with Mack proprietary axle. Models and Model Years are CHU, CMH, CMM, CXU, GU, LEU, MRU, TD 2012 – 2015; LR 2015.

VEHICLE QUANTITY

There are 25,588 (20,741 U.S., 1068 Canada, 405 Mexico, 415 Australia, 2959 Export) vehicles affected by this recall.

INSPECTION PROCEDURE

You must read and understand the precautions and guidelines in Service Information, Function Group 40, “General Safety Practices” before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.

Note: Information is subject to change without notice. Illustrations are used for reference only, and may differ slightly from the actual vehicle being serviced. However, key components addressed in this information are represented as accurately as possible.

⚠ DANGER

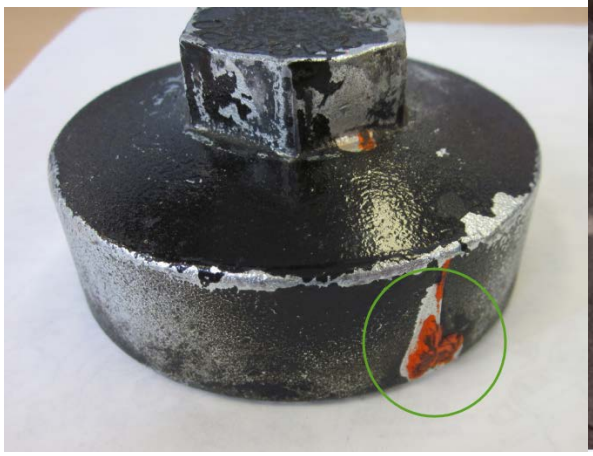
Do not attempt to repair or service this vehicle without having sufficient training, the correct service literature and the proper tools. Failure to follow this could make the vehicle unsafe and lead to serious personal injury or death.

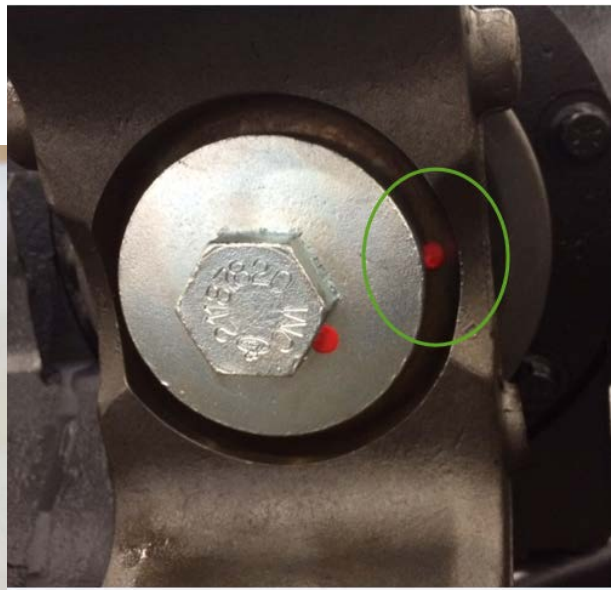
1. Verify service program eligibility by checking service program status in VDA.

2. 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.

3. Inspect rear axle yoke and nut (rear-rear axle on tandem chassis).

4. If input pinion seal is leaking it is assumed the yoke and nut are loose and vehicle MUST be placed out of service and the parts expedited for the vehicle to be repaired prior to the vehicle leaving.
   a. Vehicles with CRD 151 axles in trucks produced since September 2012 will have tamper detection sealant on the nut and yoke. If this is cracked or shows to have moved the nut is loose. The sealant may be painted over and be difficult to see. When in doubt check the axial movement of the yoke and pinion.
   b. If the yoke/nut has been removed previously then the sealant will not be in place.





5. If the seal is not leaking or there is no tamper sealant like in the picture then check the yoke and input shaft for excessive axial movement.
    a. The input pinion bearing assembly is assembled with a preload and the yoke and input pinion should not show any movement when inspected.

6. If yoke/pinion is deemed to be loose then the vehicle MUST be placed out of service and the parts expedited for the vehicle to be repaired prior to the vehicle leaving.

7. If the seal is not leaking and the yoke and shaft are not loose then the vehicle can be placed back in service.

8. Prior to placing a vehicle back in service, if the tamper detection sealant is not present, clean an area on the nut and an adjacent area on the yoke. Paint a line across the joint between the yoke and the nut using a contrasting color paint marker. Until the yoke nut is replaced, visually inspect the paint line monthly for any indication of nut movement relative to the yoke. On any inspection, if the nut is found to move relative to the yoke, the vehicle MUST be placed out of service. Request parts to be expedited and perform repairs prior to the vehicle leaving.

9. Remove wheel chocks.

If the vehicle is placed out of service for repair please call 1-877-986-5862 and provide the following:

- 17 digit Vehicle Identification Number (VIN)
- Recall Number (SC0399)
- Dealer Code
- Purchase Order Information (PO Information)

REIMBURSEMENT

This repair is covered by an authorized Safety Recall campaign. Reimbursement is obtained through the normal claim handling process.	
Claim Type (used only when uploading from the Dealer Business System)	40
Recall Status	
Vehicle repaired per instructions	
Labor Code	
Primary Labor Code, Carrier Yoke Nut Inspection **Note: If vehicle has failed inspection and repair is performed, send email to campaign@volvo.com with complete 17-digit VIN to request the vehicle be added to SC0403.**	4651-06-09-01 – 0.3 hrs
Time to take charge of vehicle and determine campaign status	1700-16-01-01 - 0.3 hrs
Causal Part	21187820
SCC Code	C6571

Note: 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.