PLAINTIFF'S EXHIBIT

MAC-80

SERVICE BULLETIN

APRIL 13, 1978 T **No.** Q97 **under** BRAKES

FOR BRANCHES, DISTRIBUTORS AND CUSTOMERS.

CHASSIS AFFECTED ALLENTOWN☑ HAYWARD☑ OAKVILLE☑

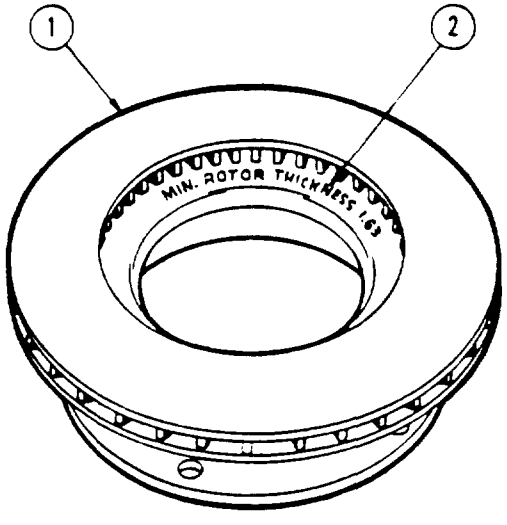
DISC BRAKE ROTOR
Refinishing Braking Surface
(All Highway Models With Disc Brakes)

PURPOSE To inform the field that rotors can be refinished and to advise maximum amount of material that can be removed.

RECOMMENDATION Follow the recommendations in this bulletin when performing subject operation.

INFORMATION As in the case of brake drums, it is permissible to machine the braking surfaces of a disc brake rotor to correct scoring, heat checks etc. When performing this operation, it is very important not to remove an excessive amount of material, otherwise the rotor will be weakened to the point where it is no longer serviceable.

The rotor can be machined to a minimum thickness of 1.63 inches (nominal thickness when new is 1.75 in.). As a guide to the machinist, this dimension is cast into the inner face of rotor hub as shown in Figure 1. Figure 2 is a cross-section through the rotor and brake assembly showing where this demension applies.



1. DISC BRAKE ROTOR
2. "MIN. ROTOR THICKNESS 1.63" CAST INTO ROTOR

FIGURE 1

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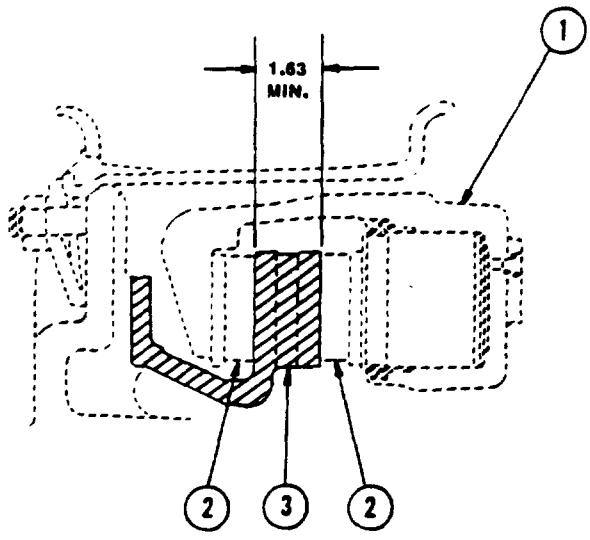
CIRCULATE

Service Manager
Shop Foreman
Night Foreman
Night Foreman
Inspector Leadman
Inspector Leadman
Inspector Leadman
Unit Overhaul Room
Shop Office

(Continued Over)

Mack



1. CALIPER
2. SHOE AND LINING ASSEMBLY
3. ROTOR

FIGURE 2

When machining a rotor, remove only enough material to clean up the surface. If just one side is damaged it is only necessary to fully refinish that side and use a light clean-up cut on the undamaged side. The caliper is self-centering; therefore it is not necessary to machine an equal amount from both sides of rotor.