

SERVICE BULLETIN

JUNE 20, 1979

No. Q103 under BRAKES

PLAINTIFF'S EXHIBIT

MAC-93

FOR BRANCHES, DISTRIBUTORS AND CUSTOMERS.

CHASSIS AFFECTED ALLENTOWN ☒ HAYWARD ☒ OAKVILLE ☒

DISCONNECTING ANTI-WHEEL LOCK SYSTEM (All Vehicles So Equipped)

PURPOSE To inform the field regarding legality of disconnecting or by-passing anti-wheel lock function on vehicles in service.

RECOMMENDATION If the anti-wheel lock system is in good operating condition it is recommended that it be left in operation unless otherwise instructed (e.g. by a mandatory safety campaign). If an anti-wheel lock system is disconnected, be sure to follow the instructions given herein.

INFORMATION In October, 1978 a Federal Court rendered a decision that invalidated the necessity for anti-wheel lock equipment. This decision means that a manufacturer, distributor, repair shop or owner may legally remove or make inoperative the anti-wheel lock equipment on any vehicle so equipped, regardless of date of manufacture.

Anti-wheel lock function is no longer required to meet the brake standards which the Federal Court modified. This decision does not mean that anti-wheel lock systems cannot be installed or used.

Mack Trucks, Inc. does not recommend that anti-wheel lock systems be disabled unless a condition exists that may increase stopping distances. However, some owners may want to disconnect their system. As a convenience to these owners we are providing the following instructions.

NOTE

We suggest that the disconnected wires be left intact and protected from damage so the system can be reconnected if desired.

A. Disconnecting the Anti-Wheel Lock Electrical System

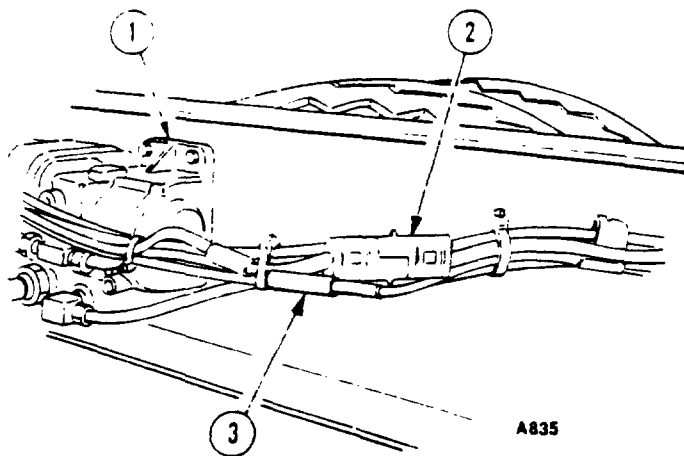
NOTE

To insure complete deactivation of the anti-lock electrical system, it must be disconnected at two locations as described in following Steps 1 and 2. The procedure is the same for front and rear axle or bogie systems.

1. Disconnect the system power lead(s) at the cab circuit breaker. Location of the circuit breaker and wire identification is shown in the accompanying chart. After disconnecting, tape end of wire(s) so it cannot make electrical contact.

CIRCULATION

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



1. ANTI-WHEEL LOCK CONTROLLER
2. POWER/WARNING LEAD CONNECTOR
3. CONTINUITY CABLE (IF USED)

NOTE

The anti-wheel lock warning light will remain lit whenever the key switch is in the run position. This feature is an additional warning to the driver that the anti-lock system is inoperable.

IMPORTANT WARNING

BE SURE THE NOTICE LABEL 4MR1452 (REPRODUCED BELOW) IS AFFIXED TO THE INSTRUMENT PANEL IN FULL VIEW OF THE VEHICLE DRIVER.

NOTICE

The Wheel Anti-Lock System on this Vehicle has been made Inoperative by Disconnecting the Power Supply. The Brakes are Fully Driver Controlled.

4 MR 1452

B. Front (Steering) Axle Brakes

If the anti-wheel lock capability is removed from front wheel brakes, it is essential that the brakes do not have excessive braking ability, otherwise they may lock up and cause loss of steering control. This condition can exist on FA536 and 537 series front axles built between March 1, 1975 and June 1, 1976 and FA616D, 617D and 618D disc brake equipped front axles. These axles must be checked and if not equipped as follows, they must be modified. Consult your Mack service center.

Cam Brakes

- . Type 20 brake chambers
- . 5 1/2 in. slack adjusters
- . Medium friction (EE) brake lining

Disc Brakes

- . 17:1 Intensifier (Type 36 Rotochamber - Refer to Service Bulletin Q95a under BRAKES) or as an alternative.
- . Install drum brakes - Consult your Mack service center.

Rockwell Front Driving Axle

No change required

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