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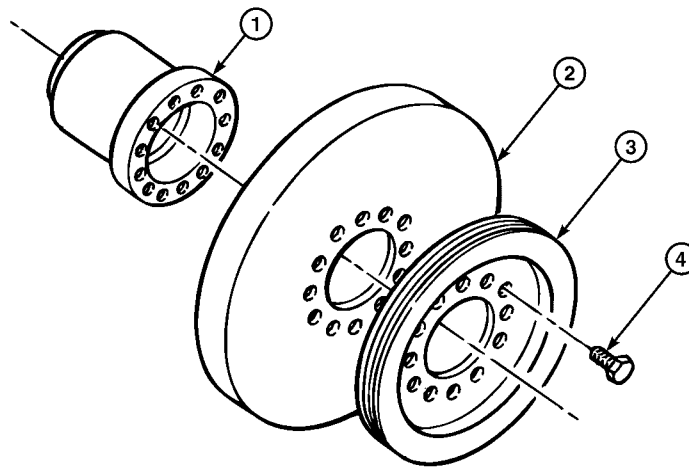
DATE: 3/22/02

MODEL: E-Tech™

(Also applies to Mack Trucks Australia)

TWELVE-BOLT VIBRATION DAMPER

To improve vibration damper-to-crankshaft hub mounting bolt clamp load, a new 12-bolt vibration damper mounting arrangement was implemented into production on all E-Tech™ engines during February 2002 (engine serial No. series 2C), to replace the previously used six-bolt mounting arrangement. Other than the change from 6 to 12 mounting bolts, the new vibration damper, hub and fan drive pulley are identical to the previous components. The six-bolt dampers, hubs and pulleys, however, have been terminated and superseded in the MACK Parts System. The following chart outlines the affected part numbers:



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Figure 1 — Twelve-Bolt Vibration Damper, Hub and Pulley

Key	Qty.	Part No.	Description	Replaces
1	1	788GB46AM	Hub, vibration damper	788GB46M
2	1	404GB498B*	Vibration damper, 13-1/2" (340 mm), E-Tech™ 355/380 horsepower and above	404GB498A
		404GB499B	Vibration damper, 12" (310 mm), E-Tech™ 350 horsepower and below	404GB499A
3	1	302GC474B	Pulley, fan drive	302GC474A
4	12	421GC266M3	Screw	

* Approximately mid-2002, the 13-1/2" (340 mm) vibration damper (part No. 404GB498B) will be replaced by a new damper (part No. 404GB498C). The 404GB498C vibration damper has a solid flange construction at the center web, replacing the laminated web construction used with the 404GB498B vibration damper.

NOTE

For current production engines, the change to the 12-bolt vibration damper mounting arrangement affects E-Tech™ engines only. For service parts, the 12-bolt damper part numbers described in this service bulletin can also be used on E7 engines that utilize the symmetrical mounting bolt pattern for vibration damper mounting. A 12-bolt damper, hub and fan drive pulley arrangement, however, has not been released for E7 engines.

As the parts inventory of the six-bolt vibration dampers, hubs and pulleys is depleted, it will be necessary to replace 6-bolt components with 12-bolt components. It is not necessary, however, to replace all three components (damper, hub and pulley) to convert from the 6-bolt to the 12-bolt arrangement. As an example, if it is necessary to replace a six-bolt vibration damper, the six-bolt hub and fan drive pulley can be reused, and only 6 of the 12 mounting bolt holes in the vibration damper will be used to mount damper. For E-Tech™ engines, if it is necessary to replace all three components, it will then be necessary to use the 12-bolt components.