



(Not applicable to Mack Trucks Australia)  
(Supersedes SB210047 dated 07/15/08)

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10/09/08	<b>SB210047</b>	1(6)

## California-Certified Clean Idle Engine Upgrade

MP7, MP8, MP10

### SB210047, California-Certified Clean Idle Engine Upgrade

(October 2008)

Effective for 2008 model year and later engines, the Air Resources Board (ARB), a department of the California Environmental Protection Agency, has enacted regulations intended to reduce oxides of nitrogen (NOx) emissions, one of the main pollutants in diesel exhaust. To be "California-Certified," heavy-duty diesel powered vehicles with 2008 and later model year engines must include either of the following:

- A tamper-proof engine shut-off system (ESS) which limits the maximum engine idling time to five minutes
- Be certified to meet the very low limit of 30 grams per hour NOx during engine idling

#### NOTE

Mack Trucks, Inc. has elected to meet the California-Certified Clean Idle requirement of 30 grams per hour NOx at idle. All MACK vehicles equipped with engines that meet this requirement are identified by an official "Certified Clean Idle" holographic decal affixed to the hood (or driver's side door on MRU and LEU models) of the vehicle. (An illustration of this label is given in the figure below.) Vehicles equipped with California-certified engines having the 2008 clean idle technology must include this label, and these engines may be allowed to idle longer than five minutes, where legal and if necessary. **Vehicles equipped with a 2007 emission compliant engine can be upgraded to meet this standard.**




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Figure 1 — Certified Clean Idle Label


Other states have adopted, or are planning to adopt these regulations.

In compliance with Federal and California emission requirements, an engine information label is affixed to all MACK diesel engines. This label is located on the cylinder head cover at the front of the engine, and gives basic engine identification information. The label also identifies the engine as either an EPA-certified (49 state), or California-certified (50 state) Clean Idle engine. The figures below show both the EPA- and California-certified engine labels.

		IMPORTANT ENGINE INFORMATION RENSEIGNEMENTS IMPORTANTS MOTEUR			MACK TRUCKS, INC.	VALVE LASH (JEU SOUPAPES) INLET ROCKER .2 mm ADMISSION CULBUTEUR EXHAUST ROCKER 2.0 mm ECHAPPEMENT CULBUTEUR EXHAUST BRAKE -- mm FREIN SUR ECHAPPEMENT NOx FEL NOx FNE (g/Bhp-hr) NMHC+NOx FEL 1.3 NMHC+NOx FNE (g/Bhp-hr) PARTICULATE FEL PARTICULAIRE FNE (g/Bhp-hr)
		ENGINE FAMILY: 8VPTH10 . 8H03 FAMILLE DE MOTEURS:	ENGINE MODEL: MP7 - 395C MODELE MOTEUR:	SERIAL NO.: 1 2 3 4 5 6 NO. SERIE:		
DISPLACEMENT CYLINDREE	ADVERTISED HP @ RPM PUISS. SPEC. @ TOURS / MIN.	FUEL RATE @ ADVERTISED HP DEBIT DE CARB. @ PUISS. SPEC.	IDLE SPEED RALENTI	ENGINE BRAKE FREIN MOTEUR		
10.8 L	370/2000	197 mm <sup>3</sup> /STROKE mm <sup>3</sup> /COUP	550-700 RPM	POWERLEASH		
THIS ENGINE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO 2008 MODEL YEAR. NEW HEAVY-DUTY ENGINES AND HAS A PRIMARY INTENDED SERVICE APPLICATION AS A HEAVY HEAVY-DUTY DIESEL ENGINE. Ce moteur est conforme aux réglementations de l'Agence de Protection de l'Environnement des États-Unis applicables aux nouveaux moteurs diesel Heavy duty (Gamme lourde) modèle 2008. La principale application s'adresse aux usages de type gamme lourde (Heavy-heavy-duty).						
EXHAUST EMISSION CONTROL SYSTEM DISPOSITIF ANTI-POLLUTION EM, EC, TC, CAC, DI, EGR, DPF		THIS ENGINE IS CERTIFIED TO OPERATE ON ULTRA LOW SULFUR DIESEL FUEL ONLY.			LABEL NO 21116631	

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**Figure 2 — Engine Identification Label — 49 State EPA-Approved**

		IMPORTANT ENGINE INFORMATION RENSEIGNEMENTS IMPORTANTS MOTEUR			MACK TRUCKS, INC.	VALVE LASH (JEU SOUPAPES) INLET ROCKER .2 mm ADMISSION CULBUTEUR EXHAUST ROCKER 2.0 mm ECHAPPEMENT CULBUTEUR EXHAUST BRAKE -- mm FREIN SUR ECHAPPEMENT NOx FEL NOx FNE (g/Bhp-hr) NMHC+NOx FEL 1.3 NMHC+NOx FNE (g/Bhp-hr) PARTICULATE FEL PARTICULAIRE FNE (g/Bhp-hr)
		ENGINE FAMILY: 8VPTH10 . 8H03 FAMILLE DE MOTEURS:	ENGINE MODEL: MP7 - 395C MODELE MOTEUR:	SERIAL NO.: 1 2 3 4 5 6 NO. SERIE:		
DISPLACEMENT CYLINDREE	ADVERTISED HP @ RPM PUISS. SPEC. @ TOURS / MIN.	FUEL RATE @ ADVERTISED HP DEBIT DE CARB. @ PUISS. SPEC.	IDLE SPEED RALENTI	ENGINE BRAKE FREIN MOTEUR		
10.8 L	370/2000	197 mm <sup>3</sup> /STROKE mm <sup>3</sup> /COUP	550-700 RPM	POWERLEASH		
THIS ENGINE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2008 MODEL YEAR. NEW HEAVY-DUTY ENGINES AND HAS A PRIMARY INTENDED SERVICE APPLICATION AS A HEAVY HEAVY-DUTY DIESEL ENGINE. Ce moteur est conforme aux réglementations de Californie et de l'Agence de Protection de l'Environnement des États-Unis applicables aux nouveaux moteurs diesel Heavy duty (Gamme lourde) modèle 2008. La principale application s'adresse aux usages de type gamme lourde (Heavy-heavy-duty).						
EXHAUST EMISSION CONTROL SYSTEM DISPOSITIF ANTI-POLLUTION EM, EC, TC, CAC, DI, EGR, DPF		THIS ENGINE IS CERTIFIED TO OPERATE ON ULTRA LOW SULFUR DIESEL FUEL ONLY.			LABEL NO 21116652	

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**Figure 3 — Engine Identification Label — 50 State California-Certified**

Mack Trucks, Inc., has developed a program whereby a vehicle equipped with a 49 state EPA approved engine can be upgraded to a 50 state California-certified Clean Idle engine. This modification, which includes software changes to the engine electronic control unit (EECU), will then allow the engine to meet the stringent 30 gram per hour idling requirement. The clean idle regulation, which is based on the date of **ENGINE** manufacture and not the model year or build date of the vehicle, became mandatory with engines manufactured on or after January 1, 2008.

**REV** Upgrading Engine Certification Level and Requesting Engine Emission Label

**NOTE**

**REV** At this time, the only option offered is converting an EPA-approved engine to a California-certified clean idle engine. **Vehicles equipped with 2007 emission-compliant engines to current production engines can be upgraded.**

Requests to upgrade engine certification level and applications for an engine emission label are made through the Trucks Dealer Portal. The necessary forms can be found under the “Parts Support” menu. Under the “Parts Support” menu, select *Forms*.



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Figure 4 — Parts Support Menu

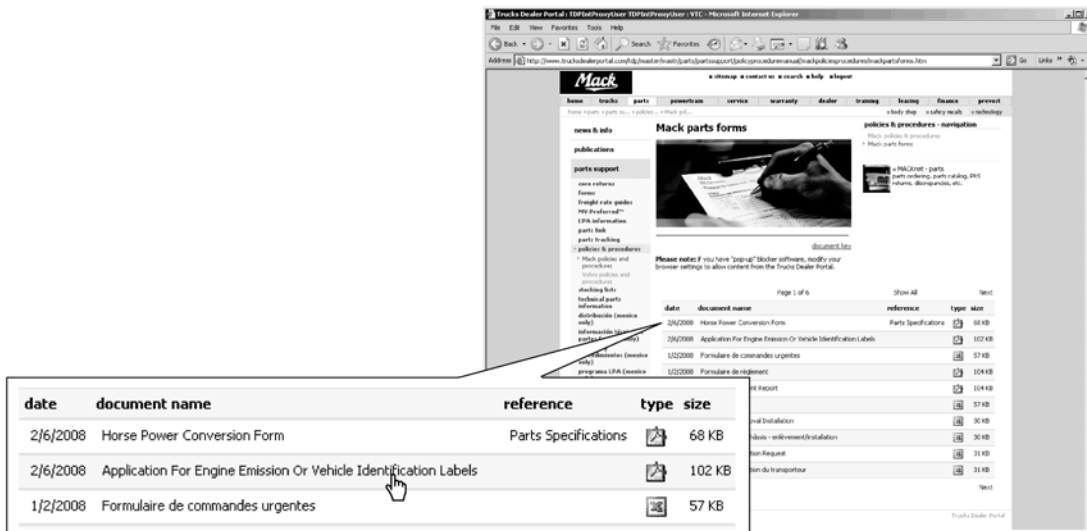
On the “Forms” main menu page, click on the link *Mack Forms*.



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Figure 5 — Forms Link

On the “Mack Forms” page, select *Application for Engine Emission or Vehicle Identification Labels*.



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Figure 6 — Application for Engine Emission or Vehicle Identification Label Selection

**REV** Select the “Certified Clean Idle Engine Upgrade Form” to request the upgrade, and the “Application for Engine Emission or Vehicle Identification Labels” to request the clean idle and engine labels. Supply the information as required, then return the forms to the Parts Specifications Department. Once the required forms are submitted and the changes approved, the Specifications Department will supply an Accessory Kit part number, the Certified Clean Idle decal and a replacement engine identification label.

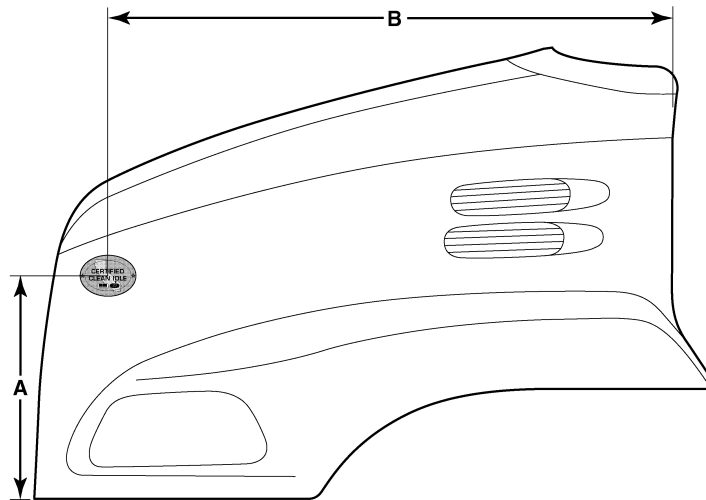
**NOTE**

**REV** Vehicles equipped with a 2007 emission-compliant engine do not require a new engine label.

Using VCADS, run the accessory kit, and then program the engine ECU. There is no programming fee for this operation, but there is a fee for the Accessory Kit.

The dealership parts account will be charged \$50.00 US dollars (\$75.00 Canadian dollars in Canada) for the “Certified Clean Idle” label and \$50.00 US dollars (\$75.00 Canadian dollars in Canada) for the engine identification label against the submitted purchase order number as CARB Label Upgrade.

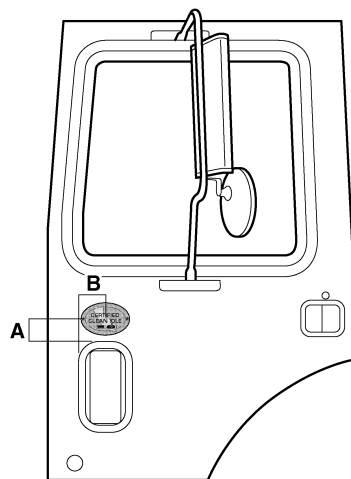
The clean idle label must be installed at the location shown in the following illustrations:



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**Figure 7 — Certified Clean Idle Label Location — Conventional Cabs (CXU, CHU, GU7 and GU8 Models)**

Chassis Model	Dimension A	Dimension B
CXU	578 mm (22.75")	1 465 mm (57.67")
CHU	728 mm (28.66")	1 461 mm (57.51")
GU7 and GU8	618 mm (24.33")	1 424 mm (56.06")



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**Figure 8 — Certified Clean Idle Label Location — Low-Cab-Forward (MRU and LEU Models)**

Chassis Model	Dimension A	Dimension B
MRU and LEU	79 mm (3.11")	90 mm (3.54")

**NOTE**

If the label locations shown above are impractical or not feasible to use due to side mirror mounts or configurations which prevent adequate or ideal label installation on the hood, the label may be affixed, with prior approval, in a different location on the hood (or door in the case of MRU and LEU models). An alternate location could be on the left-hand (driver's) side, as far forward on the hood as practical, or within the distance requirement. The label must be positioned on the vertical plane so that it is easily identifiable.

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The existing engine identification label must be removed from the cylinder head cover and replaced with the 50 state label received from the specifications department. The new label is to be located on the cylinder head cover.

**NOTE**

It is the responsibility of the dealership to replace the existing engine identification label with the new 50 state label, and to install the Certified Clean Idle label on the hood (or cab door in the case of low-cab-forward models). Any removed labels **MUST** be destroyed.

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### Replacement “Certified Clean Idle” Labels

The “Certified Clean Idle” label is serialized and specific to the vehicle. Replacement labels must be ordered through the Mack Trucks Inc. Specifications Department by submitting the request through the MACKnet system using the same procedures as outlined above under the heading **Upgrading Engine Certification Label**. Additionally, replacement engine identification labels can be ordered using the same process as outlined above. The following information will be required:

- Vehicle serial number
- Engine serial number
- Serial number from the “Certified Clean Idle” label which is to be replaced
- Purchase order number

Replacement labels will be shipped the same day, Monday through Friday, provided the order is received before 3:00 PM eastern time. Requests received after 3:00 PM will be shipped the following day.

The label must be positioned on the hood (or cab door in the case of MRU and LEU models) as shown in the two preceding figures.