

SALT CONTAMINATION—(Cont'd.)

On "Anglia" and Mark II cars, "Thames" 5 and 7 cwt. and "Thames Freighter" (800) vehicles, also "Thames Trader" Forward Control vehicles where the stop light switch is positioned near the underside of the vehicle, snow and slush containing salt thrown up by the wheels can accumulate around the stop light switch body and terminals. In these exceptional conditions there can be corrosive action augmented by the electrolytic action between the electrical connectors and earth, resulting in erosion of the switch body to the stage where its mechanical strength is seriously reduced. In extreme cases, if neglected, this could possibly lead to fracture and consequent hydraulic brake failure. On "Thames Trader" Forward Control vehicles where the stop light wiring is routed from the right-hand side member and clipped to the clutch and brake pipes on No. 2 crossmember, snow and slush may be packed around this area, allowing an electrolytic action to take place from the loom connectors through the pipes to earth. To avoid corrosion and possible erosion at this point, the wiring should be re-routed by relocating the wiring clips from the brake pipe to the chassis frame crossmember.

A stop light switch, incorporating a protective sleeve, has been fitted in production on "Thames Trader" Forward Control vehicles for several months to shield the switch terminals. This type of switch is also fitted to "Anglia" cars, "Thames" 5 and 7 cwt. and "Thames Freighter" (800) vehicles for operation in cold climate countries, such as North America, where these adverse conditions are frequently experienced.

This switch with the sleeve is available in service under Part Number 508E-13480.

The foregoing is for Dealer Information Only. Without exception all gratis repairs and replacements are subject to the current Warranty and Policy procedure.