

# Roadranger®

## Bulletin: CLIB-0003

**Date:** June 11, 2007

**Bulletin Type:** Service

**Topic:** Heavy Duty DM Clutch Fails to Disengage (False Brinelling)

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**Issue Description:**

Complaint of truck has urge to pull at idle. Clutch data max energy is less than 3000 BTU with active and /or inactive fault code 27 and no indication of secondary failure (i.e. FC16, 35. 93). Returned material in many of these cases is showing evidence of false brinelling on the bearing shafts of the flyweight. Testing has indicated this is a result of idle time within a specific RPM range. The false brinelling is believed to affect clutch disengagement leading to the above complaint.

**Containment/Corrective Action:**

To aide in the reduction of false brinelling, the use of (XP2C5 grease) is now being used in the flyweight bearing shafts, in addition, recommend to the fleet that the base idle be set at 625 rpm and all methods (cruise/idle/pto switch) used to raise the idle have a 200 rpm increment. This will ensure the engine is not allowed to idle between 625 and 825 rpm.

**Example:** Truck is idling at 625 rpm base idle, driver activates the cruise switch **once** to increase idle speed for maintaining desired temperatures or charging batteries and the idle is increased to 825 rpm.

**Affected Models/Population:**

Heavy Duty UltraShift DM

**Field Strategy:**

Identify and review engine configurations with fleets that are running heavy duty UltraShift DM

**Warranty Information:**

**Warranty Parts:**

3 years / 350,000 miles (480,000 km)

**Warranty Labor:**

1<sup>st</sup> year / Unlimited miles

**Warranty Coverage:**

Warranty will allow up to .5 hrs to reconfigure engine idle configuration settings as described above.  
Return failed clutches as directed by OEM.

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