Technical Service Information

TSI–05–13–01

Date: June, 2005

Subject File: TRANSMISSION

Subject: Minimal Lever Engagement or Jump Out on Eaton 8LL or 9LL Transmissions

Model: 5500i, 5600i, 5900i, 9200i, 9400i, 9900i
Start Date: 09/01/2004 End Date: 04/01/2005

Unit Code: 13GHX

Unit Code: 13GHV

Unit Code: 13GJR

Unit Code: 13GMY

Unit Code: 13GMZ

Unit Code: 13GNA

DESCRIPTION

NOTICE

The information supplied herein has been furnished by the manufacturer and/or the supplier for use with its product. International Truck and Engine Corporation reprints this information based on representations made to the Company. While users are urged to carefully follow the instructions accompanying the product, International cannot accept any responsibility for user errors, or mishaps resulting from such errors, or from any misuse of the product.

WARNING – To avoid property damage, personal injury, or death, park the vehicle on a flat level surface, set the parking brake, turn the engine off, and chock the wheels.

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Roadranger

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Service Bulletin: TMIB-0148

Date: April 12, 2005

Bulletin Type: Service

Topic: Minimal Lever Engagement on LL Models

Issue Description:
Some customers with 8LL or 9LL transmissions may experience a complaint of minimal lever engagement or lever jump out in the rearward lever positions. This condition is caused by an improper machining operation at the shift bar housing resulting in casting interference with the shift blocks.

Affected Models/Population:
A limited number of 8LL and 9LL transmissions, serial numbers beginning with “G” built between September 2004 and March 2005.

Field Strategy:
If any of the above symptoms are present the shift bar housing should be removed from the transmission to inspect for this condition. The shift bar housing must be placed upside down on a bench for inspection (see figures 1a and 1b). If this condition is present the repair instructions below must be followed.

Repair Instructions:

Step 1. Completely disassemble the shift bar housing

Step 2. Use a small grinder to remove the excess casting material until the surface is free of raised material. (see figure 2)

Step 3. Thoroughly clean the shift bar housing to eliminate any contamination from the grinding operation

Repair Instructions: (continued)

Step 4. Reassemble the shift bar housing and install on the transmission

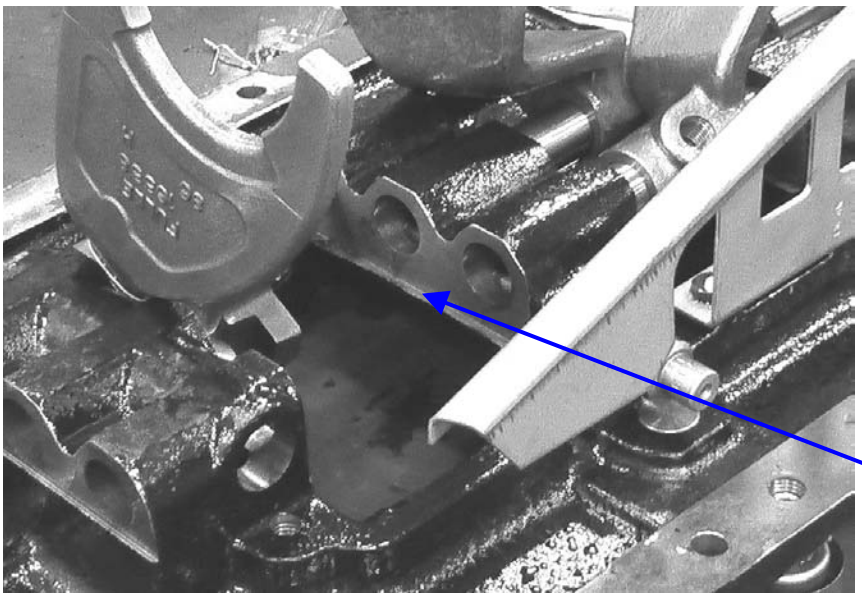

Figure 1a
Shift bar housing shown with shift bars removed for viewing purposes.

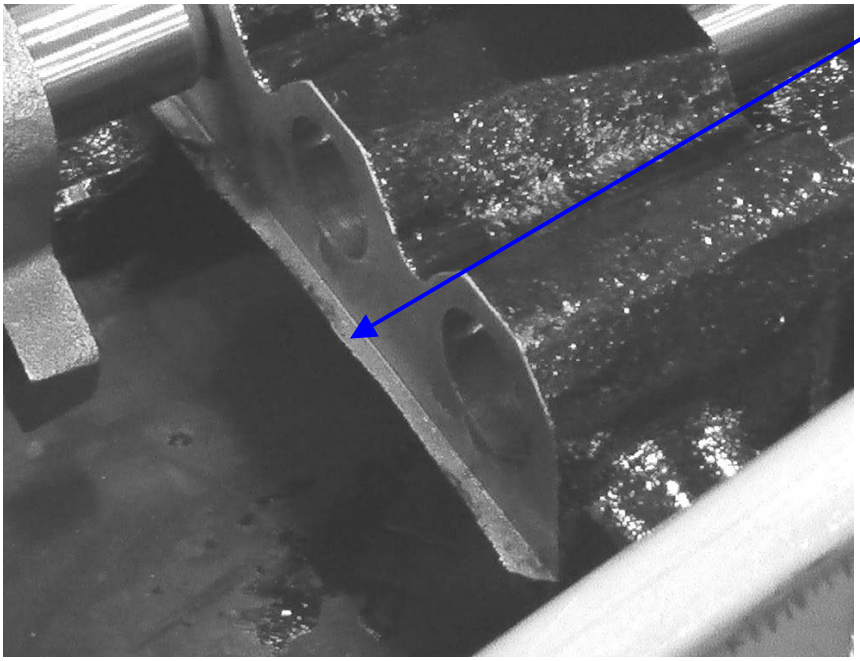

Figure 1b
Enlarged View

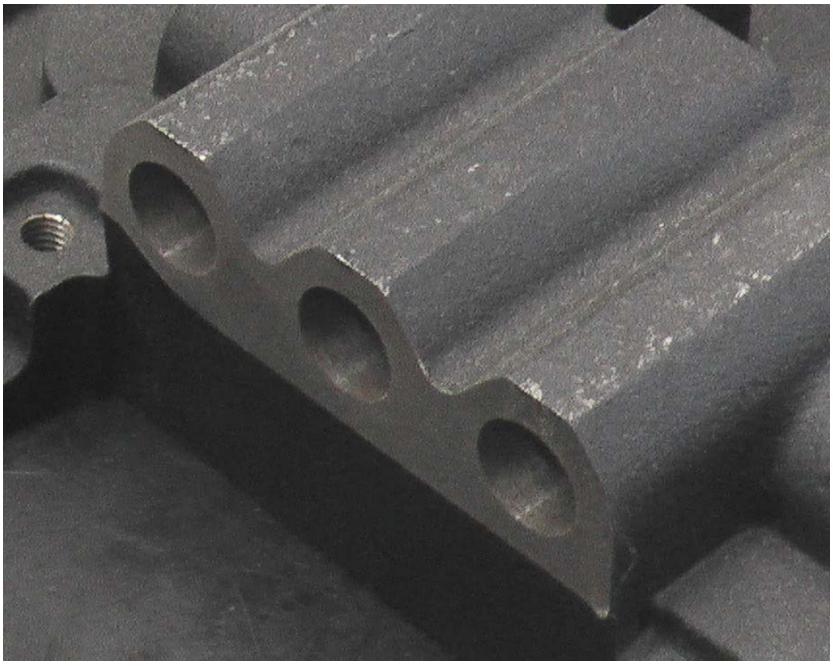

Figure 2
Excess material removed

Warranty Information:

Warranty Parts:
- 4302676 gasket
- 4305294 gasket

Warranty Labor:
- OEM SRT for overhaul of shift bar housing, plus an additional ½ hour to grind excess material and clean.

Warranty Coverage:
Coverage per OEM warranty guidelines

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