

## Bulletin: CLIB-0010

**Date:** October 12, 2009

**Bulletin Type:** Service

**Topic:** HD UltraShift Clutch Broken Pressure Plate Ears

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### Issue Description:

Warranty is seeing a small number of the ears on the pressure plate of the DM UltraShift clutch broken due to the mis-use of the jackscrew. Cases have been observed where the clutch has been operated and caused progressive damage to the clutch housing. The use of the jackscrew associated with the broken pressure plate ear is shown in below pictures. The right pictures show the evidence on the drive strap rivet of the use of the jackscrew. In all cases so far the jackscrew has been removed prior to submitting the claim.

Engineering has been able to replicate the failure by installing the jackscrew and when operating the engine found that it will break the ear on the pressure plate when the engine speed is increased, engaging the DM UltraShift clutch. In this condition, force on the ear of the pressure plate is in excess of 40 ft-lbs of torque, resulting in the breaking of the ear on the pressure plate.



**Broken ear with jackscrew in place**



**Damage to rivet from jackscrew**

**Containment/Corrective Action:**

None

**Affected Models/Population:**

HD DM UltraShift clutch, part number 121000-1 or 121000-EX

**Field Strategy:**

Advise the technician that when re-installing the HD DM UltraShift clutch and utilizing the use of the jackscrews DO NOT exceed 9 ft-lbs of torque on the jackscrew.

Reference; Installation Manual HD Clutch CLSM0200-0209, page 24 and caution under Step 3.

**Warranty Information:**

Non-warrantable failure

**Warranty Parts:**

- N/A
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**Warranty Labor:**

- N/A

**Warranty Coverage:**

Non-Warrantable failure

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