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Roadranger
SUPPORT

Subject: Endurant HD AT and PACCAR AT Mechatronic Transmission Module (MTM)
Loose Rail Cover Cap Screws

Document Number: TAIB-0994

Date: July 19, 2021

Issue Description:

MTM rail cover cap screws may come loose, leak air, and result in a Rail B or Rail C fault.

- FC 740 SPN 6145 FMI 0 (Rail B)
- FC 760 SPN 6146 FMI 0 (Rail C)

Containment/Corrective Action:

The following manufacturing changes have been applied:

1. July 29, 2019 - 100% visual inspection to verify Loctite was applied to cap screws and rail covers were fully seated.
2. August 23, 2019 - rail cover cap screw torque was increased to 12.5 Nm.
3. September 4, 2019 - implemented refined machining process and sorting at manufacturing plants.
4. Julian Date Build Date Code etched into MTM Housing:



Vender MTM Serial Number Decoder from example above

- 12S18341102918 = 2018
- 12S18341102918 = 341st day of 2018 (December 7, 2018)

Affected Models/Population: Endurant HD AT and PACCAR AT MTM's and transmissions built prior to above Containment / Corrective Actions.

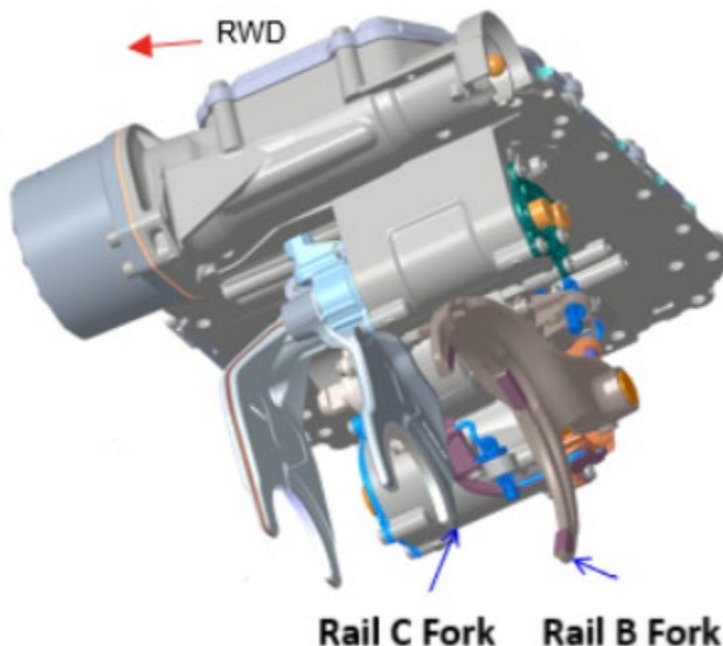
Field Strategy:

1. Upon removal of the MTM for inspection from an Active or Inactive Rail B or Rail C Fault noted in the issue description above, or sealing O-ring is protruding, the MTM must be replaced.
2. For MTM serial number less than 12S19248145012,
 - If the MTM is removed for another failure and any loose rail cap screws are found (no Active or Inactive rail MTM faults) or the sealing O-ring is not protruding, reference the RRMT0037 Service Procedure. If there are Active or Inactive codes for any MTM faults other than those listed in the issue description, follow the troubleshooting guide.

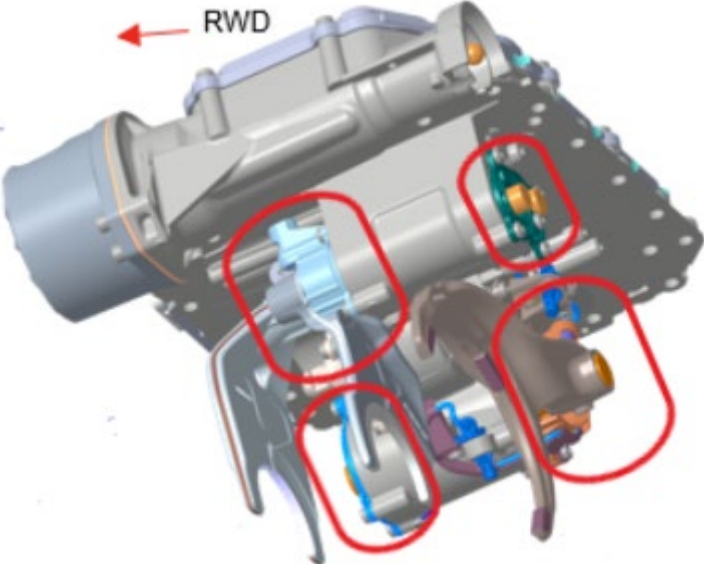
Note: RRMT0037 Service Procedure is available in the July 2021 Edition of the Endurant Service Manual (TRSM0950).

- If torque specifications outlined in the service procedure cannot be met (threads in MTM are stripped) the MTM must be replaced.
3. Pictures of loose cap screws, position, and MTM serial number shall be documented in the warranty claim.

MTM Rail B and Rail C Identification



MTM Rail Cover Locations



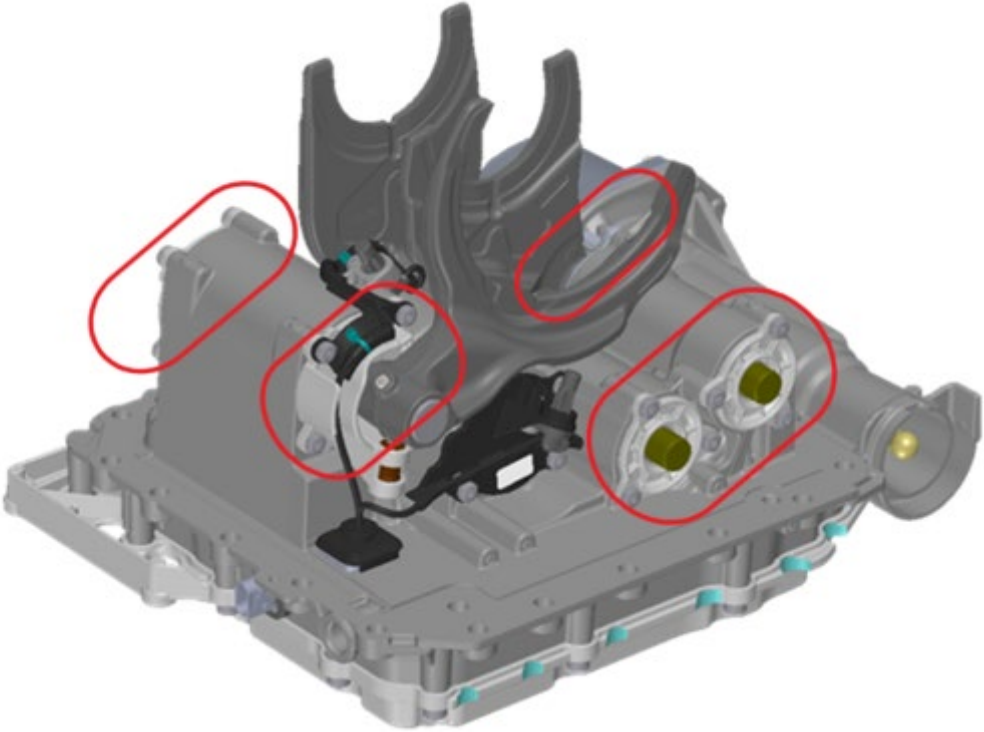
Rail B Rail Cover Loose Cap Screw Identification

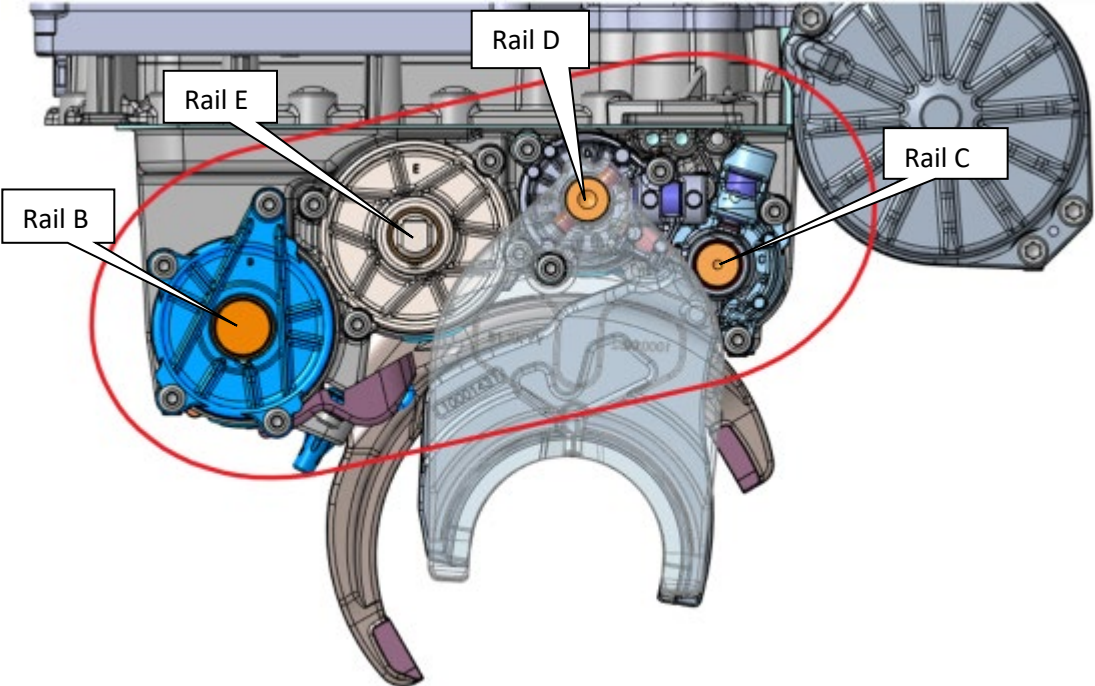


Rail C Rail Cover Loose Cap Screw Identification

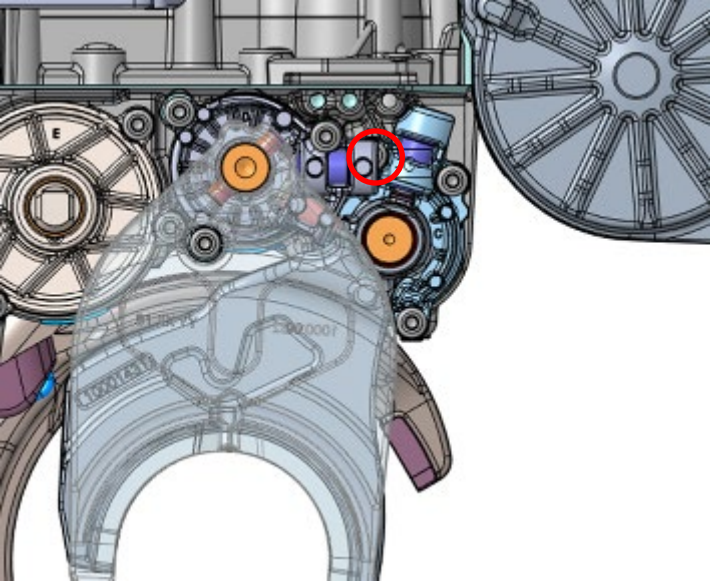


- Perform service procedure ONLY if a rail cap screw is visibly loose.
- Pictures, loose screw position, and MTM serial number must be documented in the warranty claim.
- If no loose rail cap screws are visibly verified, no further service is needed.





There is one cap screw on Rail C that is not accessible. Do not disassemble any other components to access this cap screw. If this cap screw is visibly loose replace the MTM.



Warranty Information:

Warranty Parts:

- Loctite 262 / Red Eaton part number 71232 (10 ML Tube) or Loctite 243 / Blue or equivalent - source locally
- 1/4" Brass Brush - source locally
- Foam Swab - source locally

Warranty Labor:

- Inspection (0.2 hours)
- Claim Documentation (pictures, cap screw location, and MTM S/N) (0.3 hours)
- Repair Procedure (1.0 hours)

Claim Coding:

- If Rail C Fastener loose is primary, reference Endurant Claim Coding guidelines for Rail C Fastener loose (whether Rail B and/or C).
- If the MTM is removed for another failure, no additional claim coding is required. Code to original reason that the transmission was repaired.
- If MTM loose fastener repair is completed for a clutch claim and there is no other transmission failure mode, then reference Endurant Claim Coding guidelines for Rail C Fastener loose (whether Rail B and/or C).

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