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Roadranger
SUPPORT

Subject: Gen 3 X-Y Shifter Updates

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Issue Description: Worn or loose X-Y shifter internal components can cause incorrect values to be saved to the TECU during the power-down calibration.

Symptoms from this incorrect calibration may cause the following:

- Driver reported shifting issues, harsh or missed shifts.
- System cannot calibrate or confirm neutral after a new X-Y shifter has been installed with no active fault codes being set.

Corrective Action: The following items have been changed in both production and service replacement X-Y shifter assemblies. Production units built after August 5th, 2014 will have the new shifter assembly.

- Shift finger
 - Heavy-Duty models – Shift finger width increased from 0.245"–0.255" to 0.365"–0.375" for increased contact area on HD shift blocks
 - Medium-Duty models – Shift finger width will stay the same as current shifters, 0.245"–0.255"
- Center shaft – The shape changed from a square to a rectangle shaft for increased surface area at the shift finger.
- Center shaft bushing – The bushing is now held in place by the position sensor bolts to prevent it from rotating in the X-Y housing and causing outside diameter wear.

Affected Models: All Gen 3 Automation.

Field Strategy: Service X-Y shifter assembly K-3784RX was replaced on July 28, 2014 by the following kits.

- K-4223RX – Heavy-Duty models
- K-4231RX – Medium-Duty models



Important: Due to the shift finger width change, the K-4223RX **cannot** be used on medium-duty models.



Medium-Duty shift finger



Heavy-Duty shift finger

Warranty Information:

Warranty Parts:

- K-4223RX Heavy-Duty
- K-4231RX Medium-Duty

Warranty Labor:

- Per OEM SRT

Warranty Coverage: Warranty coverage will remain the same as current product. No proactive replacement of current product will be considered at this time

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