



## Service Bulletin: TMIB-0144

**Date:** June 29, 2004

**Bulletin Type:** Service

**Topic:** Loose Output Nuts on Low Mileage Transmissions

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**Issue Description:**

Recent findings of loose output nuts on some heavy-duty transmissions with low mileage or during PDI. Complaints may include driveline vibration, leaking output seal and erratic speed signal possibly causing a speed sensor fault.

The output nut missed a required process, which applies a phosphate coating to allow lubrication between the flange face of the nut and the output yoke during the tightening process. Friction between the nut and output yoke may give a false reading of torque when tightening the output yoke nut.

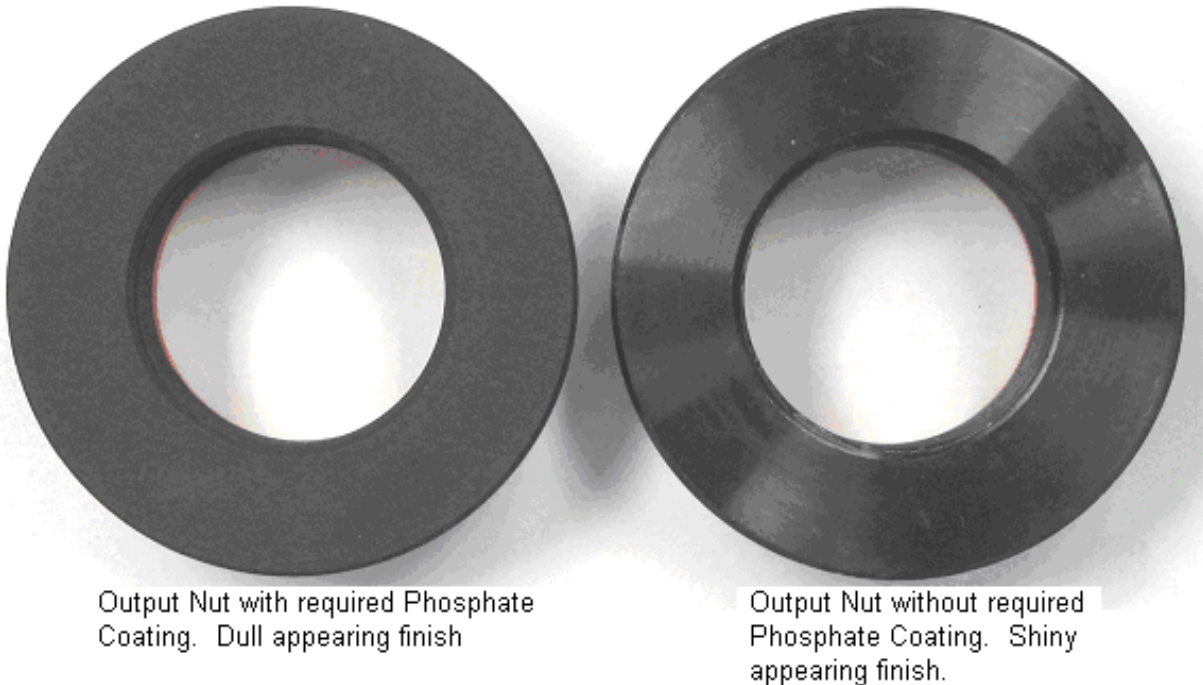
**Containment/Corrective Action:**

When installing an output nut that is suspect of not having the phosphate coating a small amount of oil or grease should be applied to the flange face of the output nut before installing. If unsure which output nut you have grease should be applied to ensure proper tightening

**Affected Models/Population:**

All Heavy Duty transmissions built June 2003 thru April 2004

## Output Nut with vs. without phosphate coating



Output Nut with required Phosphate Coating. Dull appearing finish

Output Nut without required Phosphate Coating. Shiny appearing finish.

**Field/Warranty Strategy:** The following steps should be followed if a loose output nut is diagnosed.

1. Remove output nut
2. Inspect threads on output shaft for damage. (If damage is present replace auxiliary output shaft. Follow repair procedures for R&R and disassembly/assembly of auxiliary section).
3. Apply grease to flange face and threads of a new output nut.
4. Tighten output nut to 500 lb ft.
5. To ensure output yoke is tight attempt to spin speedo rotor.

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