

## SB-10056284-9402

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### Technical Information Bulletin

#### CT660 Rattle May Be Caused by Loose Cab Torque Arm{7000}

Media Number -TIBU6686-02

Publication Date -2014/06/16

Date Updated -2014/06/16

Caterpillar: Confidential Yellow

i05833493

## CT660 Rattle May Be Caused by Loose Cab Torque Arm{7000}

SMCS - 7000

### On Highway Truck:

CT660 (S/N: TRK1-886; TKL1-190)

## Introduction

A permanent solution was found and the correction was made at the factory. Proper solution is to torque bolts to the specifications that are provided in this bulletin.

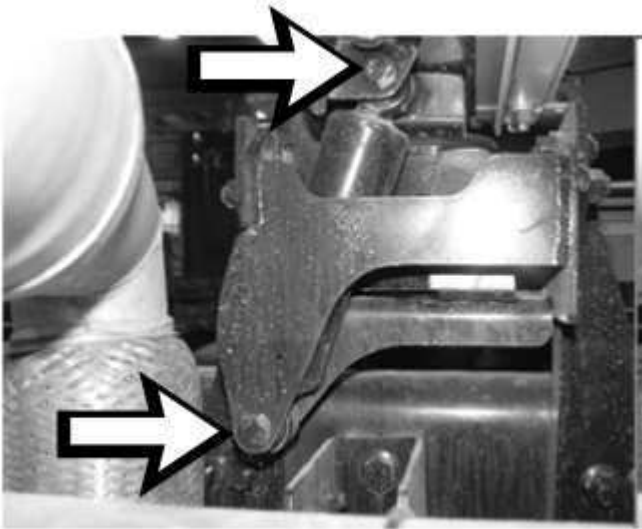
## Problem

The fastener that is in the joint between the cab shock absorber and the cab/frame may be under torqued. The fastener between the lateral control rod and the cab/frame may also be under torqued. This condition can allow movement and a rattling noise may occur.

## Solution

Proper torquing of mounting hardware at the factory. This solution was achieved through process improvements on the assembly line. Inspection of cab shock assemblies is no longer needed. Shock absorber mounting hardware torque values are 54 N·m (lb ft) to 68 N·m (50 lb ft). Lateral control rod mounting hardware torque values are 95 N·m (70 lb ft) to 122 N·m (90 lb ft).

If the cab torque arm will not achieve the torque value, replace the arm with **435-4111** Rod . This arm has a non-spilt bushing.



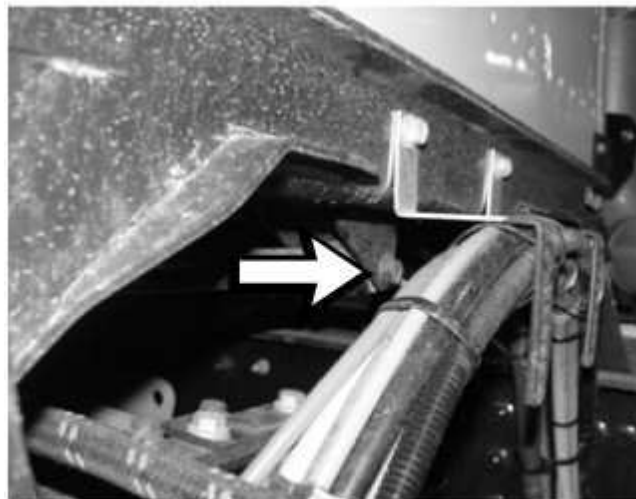
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Illustration 1

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Shock absorber mounting hardware.

Torque the two bolts indicated in Illustration 1 to 54 N·m (lb ft) to 68 N·m (50 lb ft).



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Illustration 2

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Lateral control rod mounting hardware. One bolt is visible the second bolt is at the other end of the rod and is not visible in this illustration.

Torque the two bolts indicated in Illustration 2 to 95 N·m (70 lb ft) to 122 N·m (90 lb ft).

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Tue Jul 1 16:18:36 CDT 2014

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