



Service Information System

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SB-10056299-9199

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Technical Information Bulletin

Fan Drive Is Overheating with Loss of Function on Certain On-Highway Trucks{7000}

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Caterpillar: Confidential Yellow

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Fan Drive Is Overheating with Loss of Function on Certain On-Highway Trucks{7000}

SMCS - 7000

On Highway Truck:

CT660 (S/N: TGA1-UP; TGD1-UP; TEJ1-UP; TRK1-UP; TKL1-UP; TEM1-UP; TEP1-UP; TGS1-UP; TJS1-UP; TGT1-UP; TSW1-UP; TSY1-UP; TGZ1-UP)

Introduction

The problem that is identified below does not have a known permanent solution. Until a permanent solution is known, use the solution that is identified below.

Problem

When the air pressure required to keep the fan drive engaged drops below 621 kPa (90 psi), the fan will slip. This slippage will cause excessive overheating which will damage the clutch.

Premature fan hub failure may result from a kinked air line, or the wrong/incorrect bearing installed. In March of 2011, a bearing change was made to the fan hub. This change can be identified by a blue bracket. If a blue bracket is found on the unit, then a new bracket, hub, and fan drive will need to be installed. The blue bracket normally should not be seen, but it could be.

Solution

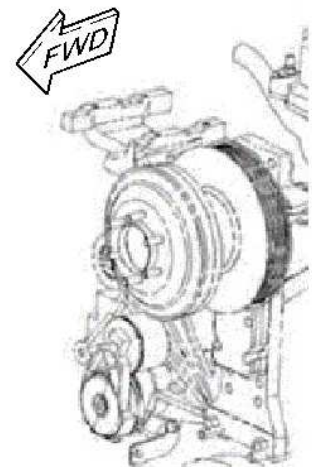
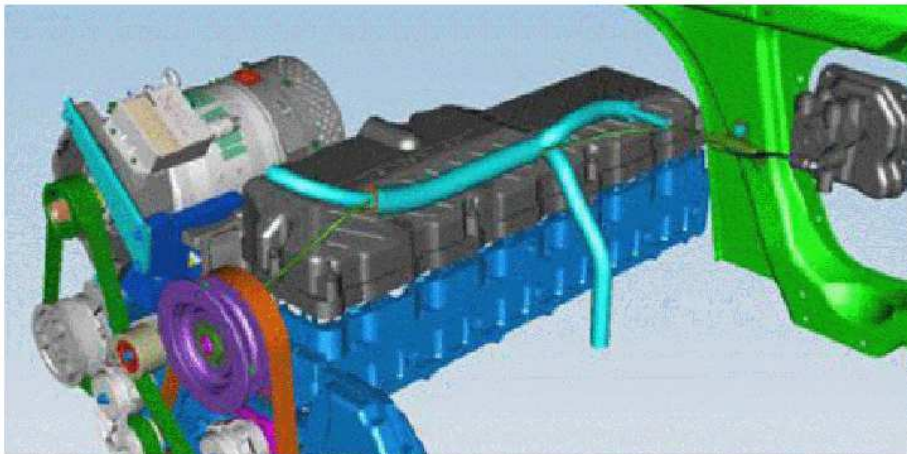


Illustration 1

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Current Configuration

Use existing **383-7362** Fan Clutch Drive until a permanent repair is defined. Examine the air lines that go to the fan drive. Make sure that no kinks are present that would limit and/or disrupt the air flow to the drive. If a fan hub fails, and you have to replace the fan hub, reroute the air line. First disconnect the air line out of the electrical harness. Then you can cut the air line at both ends and leave the old hose in the harness. Use new bulk hose and new fittings, if needed. The air line must have the convoluted sleeve protection all the way around the air line and between the air control solenoid and the fan drive. The air line should be installed to the wire harness by using zip ties as indicated in Illustration 1.

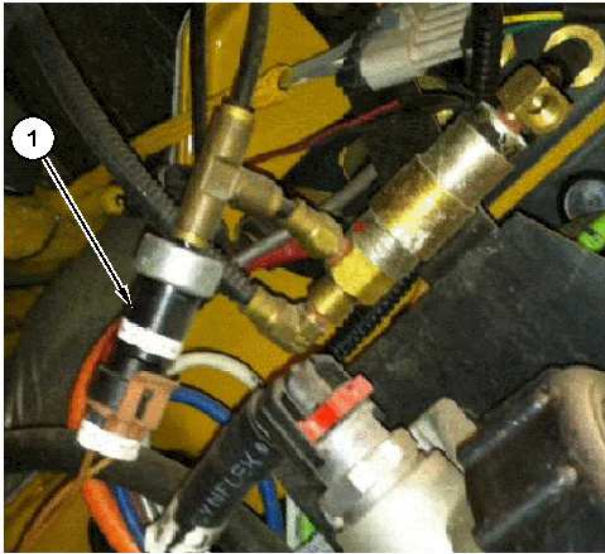


Illustration 2

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(1) Low-pressure cutoff switch

Each unit is equipped with low-pressure cutoff switch (1) as shown in Illustration 2. After repairs are made, verify that this switch is present and functional. When you unplug the switch, the fan should engage. The purpose of the switch is to monitor the air pressure. Once pressure drops below 621 kPa (90 psi), the switch should send voltage to the ECM requesting the fan on.