

FLA COE
FLB COE
FLD Conventional
Business Class
FLC 112 Conventional

> Century Class Conventional
> Argosy COE
> Cargo
> Columbia

> 122SD and Coronado
> Business Class M2
> Cascadia
> 108SD/114SD

**Freightliner
Service Bulletin**

General Information

The input shaft on Eaton transmissions does not extend fully into the pilot bearing on DD-series engines built before March 5th, 2015. DD-series engines built on or after March 5th, 2015 have a revised flywheel with the pilot bearing positioned for full engagement with the input shaft.

A spacer, part number 02-14069-000, is now available to reposition the pilot bearing within the flywheel by the same amount as the revised flywheel.

On vehicles that do not have a pilot bearing spacer installed, the pilot bearing will be flush with the flywheel. On vehicles that already have the spacer, the bearing will protrude approximately 1/4 inch from the flywheel, as shown in [Figure 1](#).

If input shaft wear exceeds Eaton specifications for normal wear, replace both the input shaft and pilot bearing.

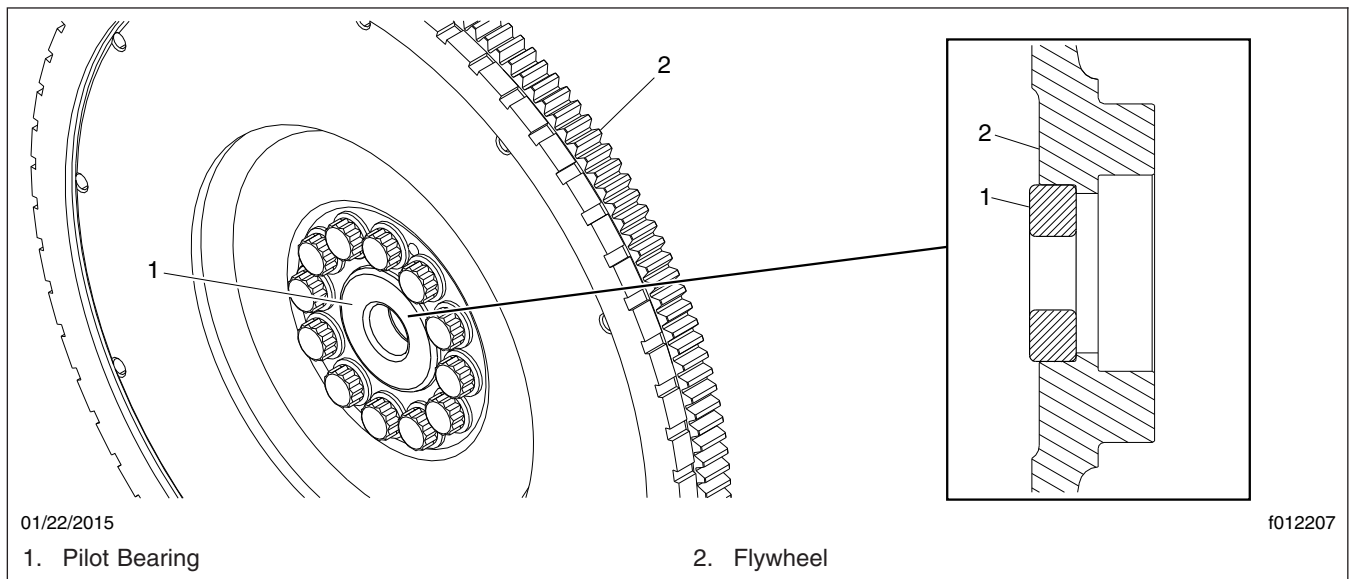


Fig. 1, Position of Pilot Bearing When Spacer Is Not Needed

Warranty

This is an informational bulletin only. Warranty does not apply.