



Technical Service Bulletin

Tech Service Bulletin #: TSB16-01

Date: 11/30/2016

Dear Valued Customer,

Heil Trailer International has reason to believe a loose fastener on a brake interlock valve located at the discharge outlet load bar area could be possible on some petroleum trailers shipped from September 1, 2016 till November 18, 2016. Our records indicate that you have received a new petroleum unit since the aforementioned date; therefore, we are asking you to please inspect your new petroleum trailers per the instructions given below.

If you find a loose adjustment screw or set nut on the brake interlock valve at the load bar area, please call 1-800-400-6913 extension 4 for further instructions. If the parts are tight, no actions are required with the exception of responding as mentioned below.

To ensure all customers receiving this Technical Service Bulletin are inspecting their new petroleum trailers, we ask that an email be sent to service@heiltrailer.com or call be placed to 800-400-6913 extension 4 acknowledging this request and fulfillment thereof.

If your company is unable or unwilling to inspect as requested, please contact Heil Technical Service at 800-400-6913 extension 4 and arrangements will be made for inspection.

**Please contact Heil Trailer International, Co. Technical Services with
any questions at 800-400-6913 or at service@heiltrailer.com**



Inspect for loose jam nut on EBW plunger

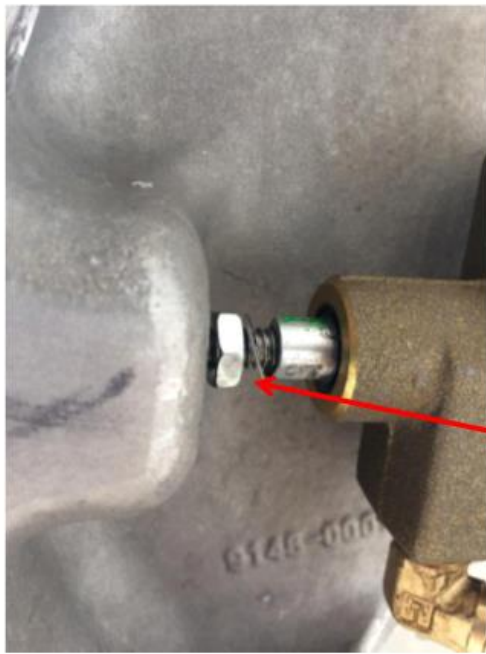
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Example of out of adjustment plunger and loose jam nut

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Ensure threads are not damaged and has a star washer between the nut and the EBW plunger.



Install nut and star washer in the EBW

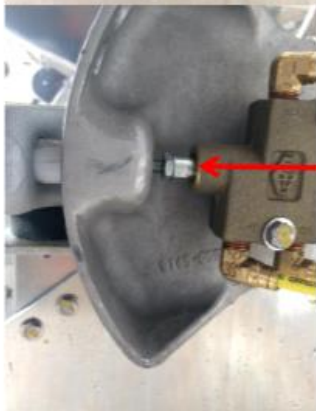
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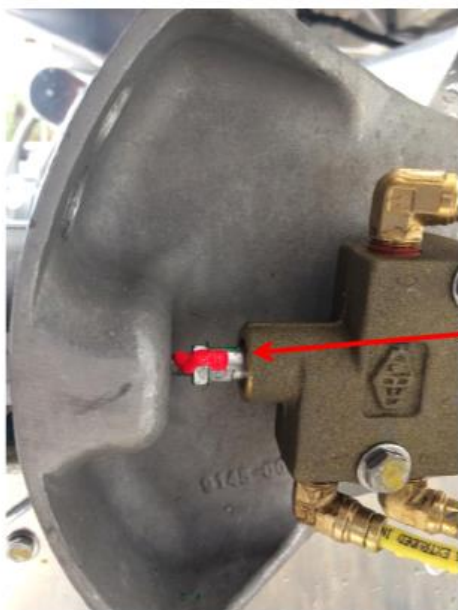
Example of plunger out of adjustment.

If adjustment is needed:

- Raise bar interlock
- Back out the screw a few turns from plunger
- Check to make sure plunger is fully depressed by lowering the bar interlock (may require multiple adjustments)
- Once plunger is fully depressed, tighten nut and star washer



Example of fully depressed plunger when T-Handle is engaged and the bar interlock is lowered.



Recommend adding a witness mark to visually show if the nut and plunger becomes out of adjustment.

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