



FIRE CHASSIS

## Spartan Fire, LLC

Campaign Service Bulletin  
CSB26-200-001

- DATE:** 5/14/2026
- APPLIES TO:** This service bulletin applies to certain model year 2025-2026 Gladiator and Metro Star, 2025 FC-94, 2025 KME Panther, and 2024-2025 Smeal Aerial Fire Apparatus model emergency response chassis cabs built between December 2024 and November 2025.
- CONDITION:** Certain Chelsea PTO may experience unintended shaft rotation due to the bearing structure that restricts the proper exhaust flow of fluid.
- CORRECTION:** Replace the integral valve cap with a new cap that has the revised change that changes the exhaust flow path and relieves any backpressure.
- LABOR ALLOCATION:**
- |  |           |
|--|-----------|
| Inspection Only:                         | 0.5 hour  |
| Non-air-ride equipped truck replacement: | 1.0 hour  |
| Air-ride equipped truck replacement:     | 2.0 hours |

Please note these two items on the invoice:

- 1) Model and Serial Number of PTO unit
- 2) Which configuration applies to the truck being invoiced against.

*For example: For an air-ride equipped truck that the inspection leads to a required replacement, notate on invoice as follows: **Inspection: 0.5 hour + Air-ride truck R&R: 2.0 hours***

**CLASSIFICATION:** V3

**PARTS NEEDED:** Parts will be provided to the dealers with the notifications.

**INVOICE SUBMISSION:** Submit invoices to: [chawarinvs@spartanmotors.com](mailto:chawarinvs@spartanmotors.com)

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### **GENERAL INSTRUCTIONS:**

Thoroughly review entire service bulletin before starting work. If there are questions or concerns with steps defined in this service bulletin, contact Spartan Fire, LLC. Customer & Product Support Group.

All applicable industry safety standards must be followed when performing work identified in this procedure.

### **STEP-BY-STEP INSTRUCTIONS**

Due to higher viscosity transmission fluid during the recent falling temperatures, Parker Chelsea has received feedback from customers that our 281 and 890 series PTOs have been experiencing unrequested PTO output shaft rotation. The clutch drag is due to lubrication restrictions within the bearing structure, which is also restricting the exhaust flow from the clutch causing partial engagement.

Signs of restricted exhaust flow are hydraulic pumps turning, or auxiliary drive shafts spinning, when the PTO is in the OFF position.

The rotation of the PTO's output shaft could cause unexpected movement of the driven equipment resulting in serious personal injury, death, or equipment damage. Based on this hazard, do not work on or near the output shaft or driven equipment when the output shaft is rotating.

Once the transmission oil temperature rises to higher temperatures, the exhaust flow from the clutch is able to pass through the bearing and the PTO clutch becomes fully disengaged.

The bearing flow restriction is isolated to the full complement bearing design on the 281 and 890 series PTOs. Since January 2025 Parker Chelsea has two approved bearing designs: the cage and the full complement, both of these bearings are shown below.

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Figure 1

CAGE DESIGN



Figure 2

FULL COMPLEMENT DESIGN



Figure 3



Figure 4

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### **Affected Serial Numbers and Dates:**

PTO serial numbers whose first four digits range from 2501xxxx to 2545xxxx.

Parker Chelsea started producing PTOs with the full complement bearing in January of 2025. If your 281 or 890 PTO was produced prior to January 2025, then it will not be affected by this issue. If your PTO has the cage design bearing then it will not be affected by this issue. Parker Chelsea no longer uses the full complement bearing at the valve side of the PTO. Parker Chelsea has validated a solution to address unintended shaft rotation. This is available as a kit and the part numbers are listed in the table below.

The field repair solution is to replace the integral solenoid valve cap with a remote cap and use a remote valve to exhaust clutch flow through the PTO's EOC port. The Chelsea kit part number is 330176-12X and these will be supplied to the dealers.

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