Chelsea PTO Quality Notice_281 & 890 Series & Unintended Shaft Rotation

COMMUNICATION:

Field Solution: TSB 26-059 FTL, 26-010 WST

PUBLISH DATE: 6/22/2026

TOPIC BACKGROUND:

PRIMARY EFFECT:

- 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

AFFECTED MODELS:

- M2, M2 108SD, M2 114SD
- WST 47X & 49X
- With Allison 3,000/4,000 series transmission.

VISUALIZATION:

Caged Design



Full complement Design



Caged Design



Full complement Design



PROGRESS UPDATES:

- Chelsea sent out their first Quality notices the first week of November 2025 Affected Serial
- 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.

TOPIC RESOLUTION INFORMATION:

PRODUCTION CHANGEOVER WEEK/MONTH:

December 2025

- Chelsea is building 281 & 890 PTO gear boxes with caged bearings as of 12/01/2025. They published a quality notice to the field to describe the remote mount valve retrofit kit.

RESOLUTION:

Long-Term Corrective Action Plan implemented Q1 2026:

- Chelsea estimates 50% of PTO's will have caged bearings.
- PTO shaft rotation only occurs with fully complemented bearing when oil temp is below 60deg & 5 to 15 minutes after startup pending on ambient air temperatures. No movement of end equipment occurs unless commanded by operator.

Long-Term Field Plan:

- Chelsea is building 281 & 890 PTO gear boxes with caged bearings as of 12/01/2025, this eliminates the oil flow restriction and shaft rotation.