



BACKED BY
Roadranger
SUPPORT

Subject: New Push-In Style Speed Sensors

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Updated:

Description:

A redesigned speed sensor has been released into production and service. External changes include a sensor body designed to minimize corrosion seizing and integrated retaining clip that will not distort the sensor when the retaining cap screw is tightened. Sensor output signal, harness connector interface and 14142 O-ring are all interchangeable with current design sensors.



New Sensor



Current Sensor

For drive socket clearance during installation, a new external Torx head retaining cap screw will also be included in the sensor service kits.

X-8-0832M:

- Replaces X-8-0801M (M8 x 1.25 x 12mm)
- Use E12 external Torx drive socket for installation
- Torque spec is 7-9 lbs. ft. (9-12 Nm)



X-8-0832M – HD Output Sensors

X-8-460:

- Replaces X-8C-409 (0.250" - 20 x 0.625")
- Use E8 external Torx drive socket for installation
- Torque spec is 4-6 lbs. ft. (6-8 Nm)

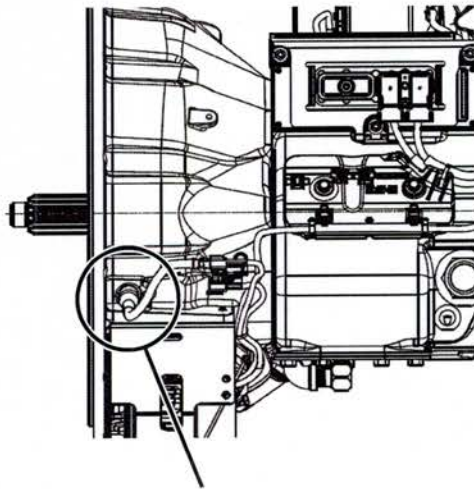


**X-8-460 – Input & Mainshaft Sensors
(MD output sensors)**

Service Bulletin – Product

UltraShift *PLUS* Clutch Housing Speed Sensor

The sensor retaining clip **must** be removed and discarded when replacing the clutch housing speed sensor on early production UltraShift *PLUS* models. A clearance issue between the new retaining clip and clutch housing prevents the sensor from being fully seated, resulting in repeat speed sensor fault codes. The hex drive cap screw (0.250"-20x 0.625") with washer must be reused when the retaining clip is removed.



Speed Sensor



Early production sensor without retaining clip



New sensor with clip removed



New sensor installed without retaining clip

Warranty Information:

N/A

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