UD TECHNICAL BULLETIN

Nissan Diesel America, Inc
P.O. Box 152034, Irving, Texas 75015

DATE: OCTOBER 8, 1993
MODEL YEAR: ALL
CHASSIS: UD1100, UD1300, and UD1400
BULLETIN: CL – 002(REV.)

FILE IN THE CLUTCH SECTION OF THE TECHNICAL BULLETIN BINDER

FD35T AND TD42T ENGINE FLYWHEEL MACHINING ALLOWANCE

SERVICE NOTICE:

The engine flywheel assemblies in the UD1100 chassis (FD35T engine), and the UD1300 and UD1400 chassis (TD42T engine) in the United States may be machined if the clutch disc contact surface is found to be distorted during clutch replacement.

Maximum Flywheel Machining

0.020" (0.5 mm) for UD1100, UD1300, or UD1400

Warning: Reducing the clutch contact surface of the flywheel beyond the allowable grinding specification may result in premature clutch failure or engine component damage.

Replace the flywheel assembly if more than 0.020" machining is needed. The repairing UD Truck Dealer should also measure the flywheel assembly whenever machining appears to be needed in order to determine if the flywheel has been machined previously.

Previous machining operations of the flywheel will determine the amount that the flywheel can be machined and still remain within the minimum flywheel thickness allowed.

Use a 1" – 2" (25 – 50 mm) micrometer to measure the thickness of the flywheel assembly. Measurement for total thickness should be taken between the clutch contact surface area and the machined surface on the backside of the flywheel just below the ring gear. See Illustration No. 1.

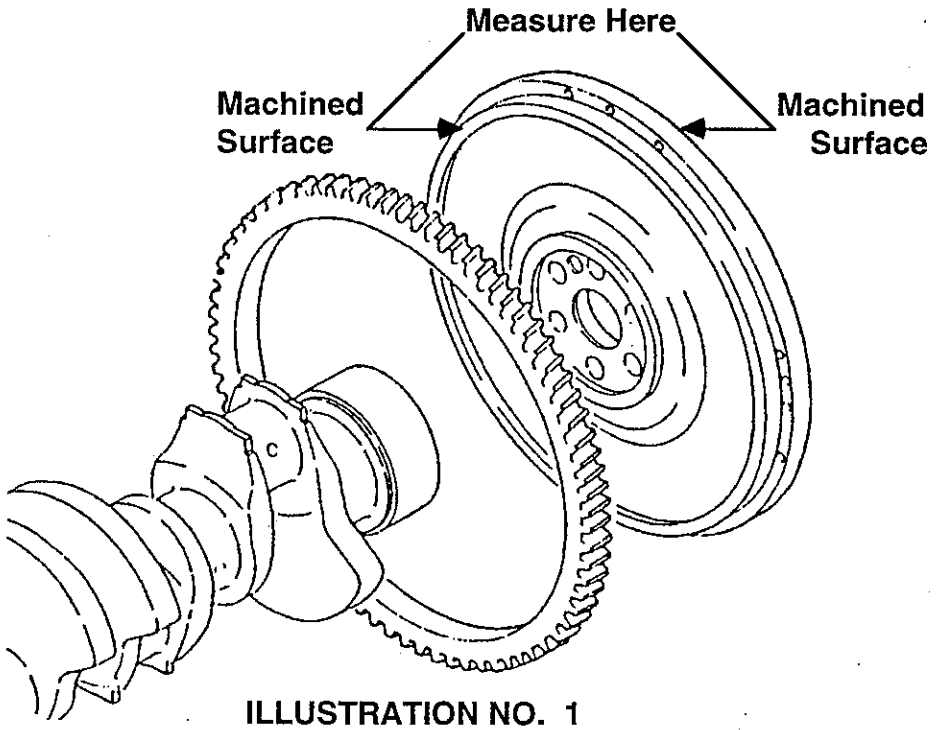

ILLUSTRATION NO. 1

Chassis Model	Standard Thickness (new)	Minimum Thickness
UD1100	1.30" (33.02 mm)	1.28" (32.5 mm)
UD1300	1.145" (29.08 mm)	1.125" (28.58 mm)
UD1400	1.145" (29.08 mm)	1.125" (28.58 mm)

Replace the flywheel assembly if the runout exceeds the specifications listed in Illustration No. 2. Excessive runout in the flywheel assembly indicates a bent flywheel.

Chassis Model	Total Indicator Runout
UD1100	0.008" (0.2 mm)
UD1300	0.0039" (0.1 mm)
UD1400	0.0039" (0.1 mm)

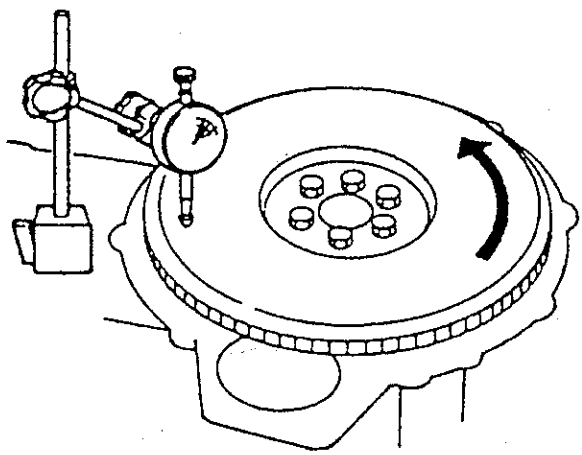

ILLUSTRATION NO. 2